



U.S. Department of Transportation  
Federal Aviation Administration  
Washington, D.C.

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## FLIGHT STANDARDIZATION BOARD REPORT

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### Revision 3

### Bombardier

### CL-604/CL-605 [CL-600-2B16]

**Original Signed by:** Date: May 25, 2012

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## REVISION RECORD

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Original	All	All	11/21/96
1	Cover sheet	1 (# hidden)	12/5/2006
1	Table of Contents	2	12/5/2006
1	Revision Record	3	12/5/2006
1	Highlights of Revision 1 Changes	4	12/5/2006
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2	Table of Contents	2	11/10/2009
2	Revision Record	3	11/10/2009
2	Highlights of Revision 2 Changes	4	11/10/2009
2	Appendix 6	93 - 97	11/10/2009
2	Appendix 7	98-101	11/10/2009
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3	Table of Contents	2	5/25/2012
3	Revision Record	3	5/25/2012
3	Highlights of Revision 3 Changes	4	5/25/2012
3	Appendix 7	98 - 102	5/25/2012

## HIGHLIGHTS OF REVISION 3 CHANGES

Revision 3 to this report updates Appendix 7, Rockwell Collins/CMA-2700 Enhanced Vision System in the CL-605.

## **1 PURPOSE AND APPLICABILITY**

- 1.1 The Bombardier Challenger 604 (previously known as the Canadair CL-604) is identified as model CL-600-2B16 on the FAA type Certificate Data Sheet A21EA. Beginning with aircraft serial number 5701, model CL-600-2B16 aircraft will be referred to by the manufacturer as Bombardier Challenger 605. For brevity in this report, references to the Bombardier Challenger 605 will be shortened to CL-605.
- 1.2 The primary purpose of this report is to specify FAA master training, checking, and currency requirements applicable to crews operating CL-604 and CL-605 model airplanes. The CL-605 is a variant of the CL-604. Major changes from the CL-604 to the CL-605 are the addition of a Rockwell Collins Proline 21 avionics suite, which consists of 4 multi-function flat panel LCD units, reduced aircraft weight, larger cabin windows, autothrottle as standard equipment, and a new tail cone design.
- 1.3 This report will aid 14 CFR part 135 Operators, FAA Principal Operations Inspectors (POIs), and 14 CFR part 142 training centers and their FAA Training Center Program Managers (TCPMs) in the development and approval of 14 CFR part 135 and 142 training programs. Provisions of this report are effective until amended, superseded, or withdrawn by subsequent FSB determinations.
- 1.4 This report also addresses certain issues regarding the operation of CL-604 and CL-605 aircraft other than under 14 CFR part 135. Provisions of the report include:
  - 1.4.1 Defining pilot "type rating",
  - 1.4.2 Description of "Master Common Requirements" (MCRs),
  - 1.4.3 Description of "Master Differences Requirements" (MDR's) for crews requiring differences qualification for mixed-fleet-flying or transition,
  - 1.4.4 Examples of acceptable "Operator Difference Requirement (ODR)" Tables,
  - 1.4.5 Description of an acceptable training program, special emphasis items, and training device characteristics when necessary to establish compliance with pertinent Master Differences Requirements (MDRs),
  - 1.4.6 Setting checking and currency standards, including specification of those checks that must be administered by FAA or operators, and
  - 1.4.7 A listing of regulatory compliance status (compliance checklist) for 14 CFR parts 91 and 135, Advisory Circulars, and other operationally related criteria that was reviewed and evaluated by the Aircraft Evaluation Group (AEG) or Flight Standardization Board (FSB).

1.5 This report also provides:

1.5.1 Minimum pilot training, checking and currency requirement that must be applied by: FAA field offices (i.e. MCRs, MDRs, ODRs, etc.), Aviation Safety Inspectors, 14 CFR part 135 Air Carrier Check Airmen and Instructors, Airline Transport Pilots instructing in air transportation service, Certificated Flight Instructors, Certificated Ground Instructors, Designated Pilot Examiners, Pilot Proficiency Examiners, and Training Center Evaluators.

1.5.2 Information which is advisory in nature, but may be mandatory for particular operators if the designated configurations apply and if approved for that operator (i.e. MDR footnotes and acceptable ODR Tables).

1.5.3 Information which is used to facilitate FAA review of an airplane type proposed for use by an operator.

1.6 Various sections of this report are qualified as to whether compliance (considering the provisions of FAA Advisory Circular 120-53) is required or is advisory in nature.

1.7 Relevant acronyms are defined as follows:

AC	Advisory Circular
ACO	Aircraft Certification Office
ADG	Air Driven Generator
AFCS	Automatic Flight Control System
AFM	Airplane Flight Manual
AP	Autopilot
APR	Automatic Performance Reserve
ARP	Air Data Reference Panel
CCP	Cursor Control Panel
CDU	Control Display Unit
CHDO	Certificate Holding District Office
DCP	Display Control Panel
DRP	Display Reversionary Panel
EFB	Electronic Flight Bag
EFIS	Electronic Flight Instrument System
EGPWS	Enhanced Ground Proximity Warning System
EICAS	Engine Indicating and Crew Alerting System
FCP	Flight Control Panel
FMA	Flight Mode Annunciator
FMS	Flight Management System
FSB	Flight Standardization Board
FTD	Flight Training Device
HUD	Head Up Display

IRS	Inertial Reference System
MFD	Multi-Function Display
PFD	Primary Flight Display
POI	Principal Operations Inspector
RTU	Radio Tuning Unit
TAWS	Terrain Awareness and Warning System
TCAS	Traffic Alert and Collision Avoidance System
TCE	Training Center Evaluator
TCPM	Training Center Program Manager
VNAV	Vertical Navigation
WOW	Weight on Wheels

## 1.8 Terminology

The term "must" is used in this report, even though it is recognized that this report, and the Advisory Circular AC 120-53 on which it is based, provides one acceptable means, but not necessarily the only means, of compliance with 14 CFR part 135 Subpart H requirements. The term "must" acknowledges the need for operators to fully comply with the FSB report provisions if AC-120-53 is to be used by the operator as its means of complying with 14 CFR part 135, Subpart H.

## 1.9 Background

1.9.1 In August and September 1995, the CL-604 Flight Standardization Board (FSB) completed a CL-604 initial pilot ground school utilizing Canadair's training facilities in Montreal, Canada. Training was received in a classroom and in a Canadair Regional Jet simulator. No CL-604 simulator had been manufactured at that time. The FSB then received flight training in the CL-604 aircraft in Wichita, Kansas. It then conducted AC 120-53 test T5, which is essentially an evaluation of all Part 61 Appendix A maneuvers.

1.9.2 In August and September 2006 the CL-605 Flight Standardization Board (FSB) conducted an evaluation of the CL-605 in accordance with the process outlined in AC 120-53. The purpose was to determine if Bombardier's proposal to allow the CL-604 and CL-605 to have the same pilot type rating was valid. One group of 2 previously qualified CL-604 pilots received CL-604 refresher training. Another group of 2 pilots received CL-605 initial pilot ground school utilizing the training facilities of Bombardier Aerospace Training Center.

The CL-604 pilots then received differences training in the CL-605 and underwent pilot proficiency checks and Line Oriented Flights (LOF) in a CL-605 simulator. The CL-605 pilots received differences training in the CL-604 and underwent pilot proficiency checks and Line Oriented Flights (LOF) in a CL-604 simulator.

Each group underwent pilot proficiency checks in the CL-605 airplane and participated in two days of CL-605 flights to determine 14 CFR Parts 91 and 135 operational suitability, and to validate proposed AFM normal, abnormal, and emergency procedures.

- 1.9.3 The FSB is responsible for conducting future evaluations of the CL-604 and CL-605 aircraft, its derivatives, and all changes to the aircraft, such as software modifications and/or the addition of HUD or similar new systems. The FSB then determines the associated impact on training, checking, and currency and amends this report accordingly.

## **2 PILOT "TYPE RATING" REQUIREMENTS**

- 2.1 In accordance with the provisions of 14 CFR parts 1, 61, and 135, the same pilot type rating is assigned to the CL-604 and the CL-605, and is designated "CL-604".
- 2.2 The pilot type rating for the CL-604 and CL-605 has been established as "CL-604". The Canadair/Bombardier CL-604 and Bombardier CL-605 shares the same Type Certificate Data Sheet (A21EA) and Model number (CL-600-2B16) as previous Canadair Challenger Series aircraft (CL-600, CL-601-1A, CL-601-3A, and CL-601-3R). Those preceding aircraft all share the same pilot type rating "CL-600". The CL-604 and CL-605 aircraft are not considered a variant or derivative of the Canadair Challenger Series aircraft (CL-600, CL-601-1A, CL-601-3A, and CL-601-3R) for pilot type rating purposes. The FSB did not conduct a comparison between CL-600/601-1A/601-3A/601-3R aircraft and the CL-604 or CL-605; therefore, no credit may be given between these aircraft for training, checking, or currency.
- 2.3 The CL-604 and CL-605 are not considered a variant or a derivative of the Canadair Regional Jet (CL-600-2B19) for pilot type rating purposes. The Canadair Regional Jet pilot type rating is "CL-65". The FSB did not compare the CL-65 to the CL-604 or CL-605; therefore no credit may be given between these aircraft for training, checking, or currency.

## **3 "MASTER COMMON REQUIREMENTS" (MCRs)**

- 3.1 Master Common Requirements for all CL-604 and CL-605 airplanes:
- 3.1.1 Normal 'Final' Landing Flap Setting:
- The normal 'final' landing flap is 45 degrees for the CL-604 and CL-605.
- 3.1.2 Automatic Flight Control System (AFCS):



The AFCS pilot/machine interface is the same for the CL-604 and CL-605.

### 3.1.3 Aircraft Operating Weights:

Aircraft maximum operating weights are the same for both the CL-604 and CL-605 aircraft.

### 3.1.4 Handling and Performance:

Handling and performance are identical for both aircraft.

### 3.1.5 V Speeds:

All maximum speeds for landing gear and flaps are identical for both aircraft. V Speeds for takeoffs and approaches are dependent upon aircraft weight and are identical for both aircraft when operated at the same weight.

### 3.1.6 Engine Indicating and Crew Alerting System (EICAS) and Synoptics

Only minor changes to crew alerting messages and applicable synoptic page architecture have been made to support the CL-605 Pro Line 21 changes in displayed information.

### 3.1.7 Primary and Secondary Flight Controls:

Pilot operation of the primary and secondary flight controls is the same for both the CL-604 and CL-605.

### 3.1.8 Procedure Knowledge:

Takeoff Climb and Descent Profiles:

The takeoff, climb, and Descent Profiles for the CL-604 and CL-605 are identical for both aircraft.

### 3.1.9 Landing Minima Category (FAR 97.3)

The following straight-in approach minima (based on Maximum Landing Weight (MLW) and 1.3 times V<sub>so</sub>) for the CL-604 and CL-605 are as follows:

<b>Aircraft</b>	<b>Landing Flap</b>	<b>Category</b>
CL-604	45 degrees	C
CL-605	45 degrees	C

### 3.1.10 Approach Profiles and Speed:

The approach profiles are the same for the CL-604 and CL-605.

Approach speeds are dependent upon aircraft weight. All critical speeds are automatically presented to the pilot in a standardized manner for the CL-604 and CL-605 aircraft.

#### 3.1.11 Abnormal & Emergency Procedures:

Abnormal and emergency procedures are presented in Quick Reference Handbooks (QRH). The QRH's for both aircraft share an identical presentation format and direct the pilots to carry out emergency or abnormal procedures in a methodical and structured manner.

## 4 "MASTER DIFFERENCE REQUIREMENTS" (MDRs)

- 4.1 Master Difference Requirements (MDRs) for the CL-604 and CL-605 are shown in Appendix 1. Appendix 1 provisions apply when differences between variants exist which affect crew knowledge, skills, or abilities related to flight safety (e.g. Level A or greater differences).

## 5 ACCEPTABLE "OPERATOR DIFFERENCE REQUIREMENTS" (ODRs) TABLES

- 5.1 Operator Difference Requirement (ODR) tables are used to show an operator's compliance method. ODR tables for operators conducting mixed fleet operations, using the CL-604 and CL-605 are shown in Appendix 2. The ODR tables represent an acceptable means to comply with MDR provisions based on those differences and compliance methods shown. The tables do not necessarily represent the only acceptable means of compliance for operators with airplanes having other differences, where compliance methods (e.g., devices, simulators, etc.) are different. For operators flying the CL-604 and CL-605 the ODR tables in Appendix 2 have been found acceptable, and therefore, may be approved by a POI for a particular operator.

#### 5.2 Operator Preparation of ODR Tables:

Operators seeking different means of compliance must prepare and seek FAA approval from their POI of specific ODR tables pertinent to their fleet. The POI should coordinate this with the FSB Chairman and AFS-200.

#### 5.3 ODR Table Coordination:

New ODR tables proposed by operators should be coordinated with the FSB prior to FAA approval and implementation. Through this coordination, the FSB can ensure

consistent treatment of variants between various operators' ODR tables and compatibility of the MDR table with MDR provisions.

#### 5.4 ODR Table Distribution:

Originally approved ODR tables are retained by the operator. Copies of approved CL-604 and CL-605 tables are retained by the Certificate Management Office (CMO). Copies of all approved ODR tables should be forwarded to the FSB Chairman, Long Beach Aircraft Evaluation Group (AEG).

## 6 FSB SPECIFICATIONS FOR TRAINING

### 6.1 General:

- 6.1.4 The provisions of this training section apply to CL-604 and CL-605 programs for airmen having previous experience in 14 CFR part 91 or 14 CFR part 135 air carrier operations, and in multi-engine turbojet or turboprop aircraft. Additional requirements, as determined by the operator's POI, the FSB, and AFS-200, may be necessary for airmen not having such experience. Appendix 3 contains a list of special emphasis items to be included in an approved training program.

### 6.2 Initial, Transition and Upgrade Training:

- 6.2.1 Pilot Initial, Transition, and Upgrade Ground Training is accomplished in accordance with 14 CFR part 135.343 and 135.345.
- 6.2.2 Pilot Initial, Transition, and Upgrade Flight Training is accomplished in accordance with 14 CFR part 135.347.

### 6.3 Recurrent Training:

- 6.3.1 Recurrent Ground Training is accomplished in accordance with 14 CFR part 135.351.
- 6.3.2 Recurrent Flight Training is accomplished in accordance with 14 CFR part 135.351 and requires that the pilot be proficient in those maneuvers and procedures that are required for the original issuance of the pilot certificate.

### 6.4 Differences Training:

Differences training is accomplished in accordance with 14 CFR part 135.347. When any combination of the CL-604 and CL-605 are flown, appropriate instruction in design and systems differences will be required for both airplanes, consistent with

MDR provisions listed in Appendix 1. In addition, any changes in aircraft software (ex. upgrades from version X to version Y) involving the entire fleet would require differences training. A POI would determine what additional training is required for crewmember proficiency using the upgraded software.

#### 6.5 Other Training:

- 6.5.1 Flight Attendant Training is accomplished in accordance with 14 CFR part 135.341 if a flight attendant is utilized. The CL-604 and CL-605 have a maximum seating capacity of 19 seats and therefore, do not require a Flight Attendant. [Reference 14 CFR 135.107]
- 6.5.2 Aircraft Dispatcher Training, Initial Operating Experience, Flight Engineer Training, and Flight Navigator Training are not applicable.

## 7 FSB SPECIFICATIONS FOR CHECKING

### 7.1 General

- 7.1.1 The provisions of this checking section apply to the CL-604 and CL-605. Testing, Checking, and Evaluations specified by 14 CFR parts 61.57, 61.58, 61.63, 61.67, 61.157, 61.159, 135.293, 135.297, and FAA Practical Test Standards (PTS) apply.
- 7.1.2 The following areas of emphasis must be demonstrated during checking:
  - a. Proficiency in manual and automatic (including FMS and autothrottle) flight in normal, abnormal, and emergency situations must be demonstrated at each proficiency/competency check by all crewmembers.
  - b. The use of manual modes to operate systems such as electrical, hydraulic, pressurization, flight controls, etc. and emergency equipment, such as the ADG, must be demonstrated at each proficiency/competency check by all crewmembers.
  - c. Demonstration of a no flap approach and landing during a pilot type rating or 14 CFR part 135 check is required per the Airline Transport Pilot and/ or Type Rating Practical Test Standards - FAA-S-8081 Area of Operation VI, Task F. In accordance with Order 8400.10, Volume 5, Chapter 2 when the flight demonstration is conducted in an airplane, verses a sim-ulator, touchdown from a no flap approach is not required. The approach should be flown to the point where the inspector or examiner can deter-mine whether a touchdown at an acceptable point on the runway and a safe landing to a full-stop could be made.

## 7.2 Type Ratings:

Type rating Practical Tests are administered in accordance with 14 CFR parts 61.63, 61.157, 61.159, and the Practical Test Standards.

## 7.3 Competency/Proficiency Checks and Evaluations:

Competency/Proficiency checks and evaluations are administered in accordance with 14 CFR parts 61.58, 135.293, and 135.297.

# 8 FSB SPECIFICATIONS FOR CURRENCY

8.1 Currency is considered to be common for the CL-604 and CL-605. Separate tracking of currency for the CL-604 and CL-605 is not necessary or applicable. Currency will be maintained, or re-established, in accordance with 14 CFR parts 61.57, 61.58, 135.247 and/or 135.351.

# 9 AIRCRAFT REGULATORY COMPLIANCE CHECKLIST

## 9.1 Operating Rules Compliance Checklist:

The Operating Rules Compliance Checklists (Appendix 4 and Appendix 5) are provided as an aid to FAA Certificate Holding District Offices (CHDOs) to identify those specific rules or policies for which compliance has already been demonstrated to the FAA for a particular aircraft. The checklist also notes rules or policies, which must be demonstrated to CHDOs by the operator. Not all rules or policies are necessarily listed or addressed. It continues to be the responsibility of the CHDO to review compliance with pertinent rules or policies not already satisfactorily addressed in the Operating Rules Compliance Checklist, prior to 14 CFR part 135 approval for an operator to use the CL-604 or CL-605 in service.

The Operating Rules Compliance Checklist in Appendix 4 reflects the status of the first production CL-604 aircraft flown by the FSB on September 6-14, 1995. The aircraft serial number was 5301 and bore Canadian. Registration C-FVUC.

The Operating Rules Compliance Checklist in Appendix 5 reflects the status of a CL-605 flight test aircraft flown by the FSB on September 5-7, 2006. The aircraft serial number was 5701 and bore Canadian Registration C-FGYM.

## 9.2 Aircraft Proving Tests:

Proving tests to satisfy 14 CFR 135.145 should be conducted in accordance with FAA Order 8400.10, Volume 3, Chapter 9. The CL-604 and CL-605 are of the same make and similar design to the CL-600 and CL-601 (series) aircraft. For certificate holders

previously approved to operate CL-600, CL-601 (series) aircraft, new proving tests are not required.

In that the CL-604 and CL-605 are the same type aircraft (CL-600-B216), proving tests in one aircraft, satisfies the 14 CFR 135.145 proving test requirement for the other.

### 9.3 Forward Observer's Seat:

Part 135.75(b) requires that a forward observer's seat on the flight deck be provided for use by the Administrator while conducting enroute inspections. The FSB has not made any operational acceptability findings on any forward observer's seat in the CL-604 or CL-605 because it does not have a forward observer's seat as part of its Type Design. (The CL-604 and CL-605 aircraft evaluated by the FSB had a forward observer seat installed, but it was not representative of a possible production version. It was intended for flight test purposes only.)

## 10 FSB SPECIFICATIONS FOR DEVICES AND SIMULATORS

### 10.1 Device and Simulator Characteristics:

10.1.1 Device and simulator characteristics are designated in AC 120-40 and 120-45 (as amended).

10.1.2 The acceptability of differences between devices, simulators, and aircraft must be addressed by the POI.

### 10.2 Device Approval:

10.2.1 Requests for device approval should be made to the POI. The POI may approve these devices for that operator if their characteristics clearly meet the established FAA criteria and have been approved by the National Simulator Program (NSP).

## 11 APPLICATION OF FSB REPORT

11.1 All relevant parts of this report are applicable to operators on the effective date of this report.

## 12 ALTERNATE MEANS OF COMPLIANCE TO THIS REPORT

### 12.1 Approval Level and Criteria

- 12.1.1 The FSB chairman should be consulted by the POI when alternate means of compliance, other than those specified in this report, are proposed. Alternate means of compliance must be approved by the FAA Air Transportation Division, AFS-200 and Commercial and General Aviation Division, AFS-800 Washington Headquarters. If an alternate means of compliance is sought, operators will be required to submit a proposed alternate means for approval that provides an equivalent level of safety to the provisions of AC 120-53 and this FSB report. Analysis, demonstrations, proof of concept testing, differences documentation, and/or other evidence may be required.
- 12.1.2 In the event that alternate compliance is sought, training program hour reductions, simulator approvals, and device approvals may be significantly limited and reporting requirements may be increased to ensure an equivalent level of training, checking, and currency. FAA will generally not consider relief through alternate compliance means unless sufficient lead-time has been planned by an operator to allow for any necessary testing and evaluation.

### **13 MISCELLANEOUS**

#### **13.1 Landing Minimum Category**

In accordance with Part 97.3, the CL-604 and CL-605 is operated as a Category C aircraft during straight-in approaches. 1.3 V<sub>so</sub> at a flap setting of 45 degrees is 137 knots at the maximum gross landing weight of 38,000 pounds.

### **14 SUPPLEMENTAL BOARD REPORT - PART II**

- 14.1 Part II of the FSB report contains historical development information used to develop Part I. This information is kept on file at the Long Beach Aircraft Evaluation Group, (LGB AEG), 3960 Paramount Boulevard, Suite 100, Lakewood, CA 90712-4137.

Documents kept on file are as follows:

CL-604/605 Master Minimum Equipment List  
CL-604/605 Operational Manuals  
CL-604/605 Training syllabus of FSB members  
CL-604/605 Aircraft Flight Manual  
CL-604/605 Order (FSB member list)  
CL-604/605 Operational Issue Papers

**Appendix 1 - MDR TABLE**

<b>AIRPLANE TYPE RATING: CL600-2B16</b>		<b>FROM AIRPLANE</b>	
<b>TO AIRPLANE</b>		<b>604</b>	<b>605</b>
	<b>604</b>	-----	<b>C*/B/A</b>
	<b>605</b>	<b>C*/B/A</b>	-----

\* Level C differences training is the highest training level required for the Challenger 604 and 605. In the case of pilots moving from one variant to the other, operators and training providers must provide pilots with training permitting them to become fully cognizant of the differences in flight deck layout and avionics controls.

Interactive computer based training is suitable to impart the necessary knowledge. However, the operator is responsible to ensure the training is consolidated through the use of a device which provides for tactile manipulation of system related controls and switches, and emulates panel and instrument indications. An acceptable "device" as described in this paragraph is one that replicates the functionality, operation and installation of the Collins Proline Avionics system in the Challenger 604 or 605, as appropriate, and may include, but is not limited to, an FTD, aircraft simulator, or aircraft.



## Appendix 2 - ACCEPTABLE ODR TABLES

### Definitions ODR Training Levels

Definitions	ODR Training Level
"HO" = Handout	A
"S/T" = Slide/Tape presentations "TCBT" = Tutorial Computer Based Training "SU" = Stand-up lectures "VT" = Video Tapes	B
"ICBT" = Interactive Computer Based Training "CSS" = Cockpit System Simulators "CPT" = Cockpit Procedures Trainers "PTT" = Part Task Trainers "FTD 4-5" = Flight Training Devices (level 4-5)	C
"FTD 6-7" = Flight training devices (level 6-7) "FFS A-D" = Full Flight Simulators (level D or lower )	D
"FFS C-D" = Full Flight Simulators (level C or D) "ACFT" = Aircraft	E

## Appendix 2: Annex A – ODR Tables – Challenger 604 to Challenger 605

<b>DIFFERENCE AIRCRAFT CL-600-2B16 (605)</b> <b>BASE AIRCRAFT: CL-600-2B16 (604)</b> <b>APPROVED BY</b> <b>(POI) _____</b>				<b>COMPLIANCE METHOD</b>					
				<b>TRAINING</b>				<b>CHKG/CURR</b>	
<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>LVL A</b>	<b>LVL B</b>	<b>LVL C</b>	<b>LVL D</b>	<b>CHK</b>	<b>CURR</b>
Air Gen	Passenger cabin windows increased in size and raised. Over wing emergency exit raised.	No	No	X				A	A
Air Gen	Aerodynamic tail cone redesigned	No	No	X				A	A

<b>DIFFERENCE AIRCRAFT CL-600-2B16 (605)</b> <b>BASE AIRCRAFT: CL-600-2B16 (604)</b> <b>APPROVED BY</b> <b>(POI) _____</b>				<b>COMPLIANCE METHOD</b>					
				<b>TRAINING</b>				<b>CHKG/CURR</b>	
<b>SYSTEM</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>LVL A</b>	<b>LVL B</b>	<b>LVL C</b>	<b>LVL D</b>	<b>CHK</b>	<b>CURR</b>
21 Air conditioning & pressurization	Thermostatically controlled pilot and co-pilot heated floor mats installed	No	No	X				A	A
21 Air conditioning & pressurization	Footwarmers and windshield heater and fan deleted. Copilot Demist handle and CKPT HEAT switch on air conditioning panel removed	No	No	X				A	A
21 Air conditioning & pressurization	2 <sup>nd</sup> CPAM installed, standby cabin altitude indicator removed	No	Minor	X				A	A
21 Air conditioning & pressurization	Cabin temperature control transfer switch (CABIN TEMP CONT XFER) added to air conditioning control panel	No	Minor	X				A	A

<b>DIFFERENCE AIRCRAFT CL-600-2B16 (605)</b> <b>BASE AIRCRAFT: CL-600-2B16 (604)</b> <b>APPROVED BY</b> <b>(POI) _____</b>				<b>COMPLIANCE METHOD</b>					
				<b>TRAINING</b>				<b>CHKG/CURR</b>	
<b>SYSTEM</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>LVL A</b>	<b>LVL B</b>	<b>LVL C</b>	<b>LVL D</b>	<b>CHK</b>	<b>CURR</b>
22 Auto Flight	Auto-throttle is standard equipment	No	Minor		X			A	A
22 Auto Flight	Auto-throttle control panel and switches installed on left glareshield	No	Minor		X			A	A
23 Comm	Radio Tuning Units (RTU) removed, tuning functions performed by CCP/MFD	No	Minor		X			A	A
24 Electrical Power	AC utility switch/light added to Electrical Power panel and minor changes in electrical power distribution	No	Minor	X				A	A
27 Stall Protection	STALL annunciators removed from glareshield, replaced by STALL indications on PFD	No	Minor	X				A	A
31 Indicating and Recording	Pro Line 21 replaces Pro Line 4 6 displays replaced by 4 large (10 X 12) displays Air Data Reference Panel (ARP), Display Control Panel (DCP), Weather Radar Control Panel (WXP), EICAS Control Panel (ECP) removed, replaced by Display Control Panel (DCP) (On-side PFD) and Cursor Control Panel (CCP) (On-side MFD) Industry standard color convention for displays adopted.	No	Major			X		B	A
31 Indicating and Recording	EICAS - CAS messages combined into single stack, same stacking philosophy.	No	No	X				A	A
31 Indicating and Recording	APU temperature and RPM display on MFD is different in format.	No	No	X				A	A
31 Indicating and Recording	EFIS - Advisory AOA indicator available on each PFD	No	No	X				A	A
31 Indicating and Recording	Capable of supporting optional: Enhanced map displays, XM/Universal weather display, etc.	(*)	(*)	(*)				(*)	(*)

<b>DIFFERENCE AIRCRAFT CL-600-2B16 (605)</b> <b>BASE AIRCRAFT: CL-600-2B16 (604)</b> <b>APPROVED BY</b> <b>(POI) _____</b>				<b>COMPLIANCE METHOD</b>					
				<b>TRAINING</b>				<b>CHKG/CURR</b>	
<b>SYSTEM</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>LVL A</b>	<b>LVL B</b>	<b>LVL C</b>	<b>LVL D</b>	<b>CHK</b>	<b>CURR</b>
31 Indicating and Recording	Over speed test (OVSP TEST) switch removed, No preflight over speed test required.	No	Minor	X				A	A
31 Indicating and Recording	EICAS - Single warning/caution switch/light on glareshield (one per side)	No	No	X				A	A
31 Indicating and Recording	Standby instruments, Electro-pneumatic standby Altitude/ Airspeed and Attitude instruments replaced by an integrated standby instrument (ISI)	No	Minor	X				A	A
31 Indicating and Recording	Electronic clocks (2) replaced with a single GPS-capable clock	No	No	X				A	A
33 Lighting	Circuit breaker and integral cockpit panel lighting and some switch/lights changed to LEDs	No	No	X				A	A
33 Lighting	Pulsating landing lights are standard equipment	No	No	X				A	A
34 Navigation	Baro knob functionality and location is modified	No	Minor	X				A	A
34 Navigation	IRS system capable of in-flight nav alignment	No	Minor	X				A	A
34 Navigation	FMS CDU. Smaller CDU- 6200 installed. Alpha-numeric key layout differs	No	Minor	X				A	A
34 Navigation	FMS Color convention on PFD differs	No	No	X				A	A
34 Navigation	TAWS altitude callouts available for both DH and MDA	No	Minor	X				A	A
49 APU	APU Honeywell 36-150 is standard.	No	Minor	X				A	A

<b>DIFFERENCE AIRCRAFT CL-600-2B16 (605)</b> <b>BASE AIRCRAFT: CL-600-2B16 (604)</b> <b>APPROVED BY</b> <b>(POI)_____</b>				<b>COMPLIANCE METHOD</b>					
				<b>TRAINING</b>				<b>CHKG/CURR</b>	
<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>LVL A</b>	<b>LVL B</b>	<b>LVL C</b>	<b>LVL D</b>	<b>CHK</b>	<b>CURR</b>
	Not Applicable								

(✱) Enhanced map displays, XM/Universal weather display, etc. is a customer option and was not evaluated by the FSB.

## Appendix 2: Annex B – ODR Tables – Challenger 605 to Challenger 604

<b>DIFFERENCE AIRCRAFT CL-600-2B16 (604)</b> <b>BASE AIRCRAFT: CL-600-2B16 (605)</b> <b>APPROVED BY</b> <b>(POI)_____</b>				<b>COMPLIANCE METHOD</b>					
				<b>TRAINING</b>				<b>CHKG/CURR</b>	
<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>LVL A</b>	<b>LVL B</b>	<b>LVL C</b>	<b>LVL D</b>	<b>CHK</b>	<b>CURR</b>
Air Gen	Passenger cabin windows are smaller in size and situated lower. Over wing emergency exit is situated lower.	No	No	X				A	A
Air Gen	Different aerodynamic tail cone	No	No	X				A	A

<b>DIFFERENCE AIRCRAFT CL-600-2B16 (604)</b> <b>BASE AIRCRAFT: CL-600-2B16 (605)</b> <b>APPROVED BY</b> <b>(POI)_____</b>				<b>COMPLIANCE METHOD</b>					
				<b>TRAINING</b>				<b>CHKG/CURR</b>	
<b>SYSTEM</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>LVL A</b>	<b>LVL B</b>	<b>LVL C</b>	<b>LVL D</b>	<b>CHK</b>	<b>CURR</b>
21 Air conditioning & pressurization	No thermostatically controlled pilot and co-pilot heated floor mats installed	No	No	X				A	A
21 Air conditioning & pressurization	Forced air foot-warming and windshield demist provided. Fan and electric heater controlled by CKPT HEAT switch on Air conditioning panel Full foot warmer/full windshield vent control knob installed on copilot side panel removed	No	No	X				A	A
21 Air conditioning & pressurization	Single CPAM installed, standby cabin altitude indicator provided beneath glareshield.	No	Minor	X				A	A
21 Air conditioning & pressurization	No cabin temperature control transfer switch on air conditioning control panel	No	Minor	X				A	A

<b>DIFFERENCE AIRCRAFT CL-600-2B16 (604)</b> <b>BASE AIRCRAFT: CL-600-2B16 (605)</b> <b>APPROVED BY</b> <b>(POI) _____</b>				<b>COMPLIANCE METHOD</b>					
				<b>TRAINING</b>				<b>CHKG/CURR</b>	
<b>SYSTEM</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>LVL A</b>	<b>LVL B</b>	<b>LVL C</b>	<b>LVL D</b>	<b>CHK</b>	<b>CURR</b>
22 Auto Flight	Auto-throttle is optional equipment	No	Minor	X				A	A
22 Auto Flight	Autopilot mistrim icons appear on PFD.	No	Minor	X				A	A
23 Comm	Radio tuning functions performed at Radio Tuning Units (RTU) vice CCP/MFD	No	Minor		X			A	A
24 Electrical Power	No AC utility switch/light on Electrical Power panel and minor changes in electrical distribution.	No	Minor	X				A	A
27 Stall Protection	STALL annunciators on left and right glareshield, vice PFD	No	Minor	X				A	A
31 Indicating and Recording	Pro Line 4 avionics suite installed vice Pro Line 21. Four (4) displays replaced by six (6) smaller displays Air Data Reference Panel (ARP), Display Control Panel (DCP), Weather Radar Control Panel (WXP), EICAS Control Panel (ECP) installed, vice Cursor Control Panel (CCP) Non-standard FMS color conventions used for displays.	No	Major			X		B	A
31 Indicating and Recording	EICAS - CAS messages displayed on two EICAS Displays same stacking philosophy although two stacks.	No	No	X				A	A
31 Indicating and Recording	EFIS - No Advisory AOA indicator on PFDs	No	No	X				A	A
31 Indicating and Recording	Over speed test (OVSP TEST) switch installed to facilitate testing during preflight.	No	Minor	X				A	A
31 Indicating and Recording	EICAS - Separate warning/caution switch/lights on glareshield (one warning and one caution per side)	No	No	X				A	A

<b>DIFFERENCE AIRCRAFT CL-600-2B16 (604)</b> <b>BASE AIRCRAFT: CL-600-2B16 (605)</b> <b>APPROVED BY</b> <b>(POI) _____</b>				<b>COMPLIANCE METHOD</b>					
				<b>TRAINING</b>				<b>CHKG/CURR</b>	
<b>SYSTEM</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>LVL A</b>	<b>LVL B</b>	<b>LVL C</b>	<b>LVL D</b>	<b>CHK</b>	<b>CURR</b>
31 Indicating and Recording	APU temperature and RPM display on MFD is different in format.	No	No	X				A	A
31 Indicating and Recording	Standby instruments, Electro-pneumatic standby Altitude/ Airspeed and Attitude instruments installed	No	Minor	X				A	A
31 Indicating and Recording	Two (2) Electronic clocks installed no GPS interface.	No	No	X				A	A
33 Lighting	Circuit breaker and integral cockpit panel lighting and switch/lights are incandescent	No	No	X				A	A
33 Lighting	Pulsating landing lights available as optional equipment only.	No	No	X				A	A
34 Navigation	Baro knob functionality and location differs	No	Minor	X				A	A
34 Navigation	IRS system not capable of in-flight nav alignment	No	Minor	X				A	A
34 Navigation	FMS Color convention on PFD differs	No	No	X				A	A
34 Navigation	FMS CDU. Larger CDU- 6000 installed. Alpha-numeric key layout differs	No	Minor	X				A	A
34 Navigation	TAWS altitude callouts available for radio altitude (DH) only	No	Minor	X				A	A
34 Navigation	Radio Altitude, pilot initiated test function provided.	No	Minor	X				A	A
49 APU	APU GTCP-36-100E is standard.	No	Minor	X				A	A



<b>DIFFERENCE AIRCRAFT CL-600-2B16 (604)</b> <b>BASE AIRCRAFT: CL-600-2B16 (605)</b> <b>APPROVED BY</b> <b>(POI)</b> _____				<b>COMPLIANCE METHOD</b>					
				<b>TRAINING</b>				<b>CHKG/CURR</b>	
<b>MANEUVER</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>LVL A</b>	<b>LVL B</b>	<b>LVL C</b>	<b>LVL D</b>	<b>CHK</b>	<b>CURR</b>
	Not Applicable								

## **Appendix 3 - TRAINING PROGRAM SPECIAL EMPHASIS ITEMS**

**SECTION A.** The FSB has identified several aircraft systems and/or procedures (listed below) that should receive special emphasis in an approved CL-604 Training Program, or CL-605 Training Program where applicable:

### **Systems Integration Training:**

- a) Flight Control Panel (FCP)
- b) Flight Mode Annunciator (FMA)
- c) Flight Management System (FMS)

### **Flight Training (Full Flight Simulator - Level C or D and/or aircraft):**

- a) Dual hydraulic system malfunctions (system 1 or 2, and system 3)
- b) Air Driven Generator (ADG) deployment
- c) ILS approach on standby instruments
- d) Primary Flight Display (PFD), Multifunction Display (MFD), EICAS status page reversionary modes
- e) Inability to exclusively use EICAS messages to determine aircraft system status. Some switches (i.e. L/R to aux fuel transfer, fuel crossflow, and AC essential bus transfer) are not represented by EICAS messages.

The FSB also found that early exposure to the FCP, FMA and FMS is important, especially for pilots with no previous EFIS or FMS experience. Establishing early confidence in manually flying the aircraft, converting from manual to automatic (FMS controlled) flight mode and back is equally important due to heavy reliance on the Automatic Flight Control System (AFCS). In the event of a flight path deviation due to input error or system malfunction, the flight crew must be able to comfortably transition from automatic to manual mode and back in an orderly fashion.

### **The FSB found the following Special Flight Characteristics;**

Special emphasis during training should be placed in the area of roll control during multiple hydraulic system failure, crosswind landing and rollout, and zero-flap landing.

The FSB has determined that zero-flap approaches and landings to a full stop are required to be demonstrated by applicants seeking type certification in this aircraft. The aircraft's trailing edge flap extension is powered by the electrical system and there is no alternate means of flap operation in the case of electrical system failure. The aircraft has a relatively high approach and landing speed and has a tendency to "float" if normal landing flare technique is used. Thrust reverser deployment during a zero flap landing tends to cause the nose to pitch-up, requiring significant pilot input to maintain nose wheel contact with the runway

**SECTION B.** In addition to the items delineated in Section A, the CL-605 FSB has identified additional items (listed below) that should receive special emphasis in an approved CL-605 Training Program:

**Systems Integration Training:**

- a) Display Control Panel (DCP)
- b) Cursor Control Panel (CCP)
- c) Integrated Flight Information System [IFIS] [Optional equipment not evaluated by FSB]

**Flight Training (Level C or D Flight Simulator and/or aircraft):**

- c) Operations with inoperative Autothrottle
- d) Flight Control System Jam procedures

**The FSB found the following Special Flight Characteristics;**

The CL-605 FSB found no additional special flight characteristics other than that described in Section A. The Special Flight Characteristics defined in Section A, also pertain to training in the CL-605 where applicable.

## **Appendix 4 – CHALLENGER 604 OPERATING RULES COMPLIANCE CHECKLIST**

The first production CL-604 aircraft, serial number 5301, was utilized by the FSB to conduct its evaluation on September 5 - 14, 1995. This aircraft was, except for a few items, representative of an aircraft that could be issued a U.S. Airworthiness Certificate. It enabled the FSB to determine compliance with the appropriate Part 91 and Part 135 operating requirements. The attached Checklist provides the FSB's findings on those operating requirements.

Any U.S. operator wishing to operate the CL-604 aircraft will have to demonstrate to the FAA that the aircraft fully complies with all applicable Parts prior to that aircraft entering service.

**FAA OPERATIONAL REQUIREMENTS/COMPLIANCE CL-600-2B16 (VARIANT CL-604)  
PART 91 - GENERAL OPERATING AND FLIGHT RULES**

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**SUBPART A - GENERAL**

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91.9 CIVIL AIRCRAFT FLIGHT MANUAL, MARKING AND PLACARD REQUIREMENTS

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PARAGRAPH: 91.9(a)  
 REQUIREMENT: Compliance with Flight Manual, Markings, and Placard Markings  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

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PARAGRAPH: 91.9(b)(1)  
 REQUIREMENT: Availability of current Airplane Flight Manual in Aircraft  
 COMPLIANCE: Operator responsibility  
 REMARKS: An approved Airplane Flight Manual complying with FAR 25.1581 is provided with each aircraft.  
 FSB FINDINGS: AFM not completed by Canadair as of 9-14-95

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PARAGRAPH: 91.9(b)(2)  
 REQUIREMENT: Airplane Flight Manual not required by FAR 21.5  
 COMPLIANCE: See b.1  
 REMARKS:  
 FSB FINDINGS: N/A

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PARAGRAPH: 91.9(c)  
 REQUIREMENT: Identification of Aircraft in Accordance with FAR 45  
 COMPLIANCE: A fireproof Identification Plate complying with FAR.45 is included in the green baseline configuration RAL-604-0001  
 REMARKS:  
 FSB FINDINGS: COMPLIES

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PARAGRAPH: 91.9(d)  
 REQUIREMENT: Helicopters: operation outside of height/speed envelope  
 COMPLIANCE: N/A  
 REMARKS:  
 FSB FINDINGS: N/A

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**SUBPART B - FLIGHT RULES**

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PARAGRAPH: 91.191  
 REQUIREMENT: Category II Manual  
 COMPLIANCE:  
 REMARKS: Operator responsibility  
 The aircraft systems have been approved capable for Category II operations. The Airplane Flight Manual reflects this capability.  
 FSB FINDINGS: N/A

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**SUBPART C - EQUIPMENT, INSTRUMENT AND CERTIFICATE REQUIREMENTS**


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**91.203 CIVIL AIRCRAFT: CERTIFICATIONS REQUIRED**


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PARAGRAPH: 91.203(a)  
 REQUIREMENT: Valid C of A, Flight Permit, Registration Certificate  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: COMPLIES

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PARAGRAPH: 91.203(b)  
 REQUIREMENT: Display of C of A Flight Permit  
 COMPLIANCE: A C of A holder is included in the green baseline configuration RAL-604-0001  
 REMARKS:  
 FSB FINDINGS: COMPLIES-WILL BE LOCATED ON BULKHEAD 280

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PARAGRAPH: 91.230(c)  
 REQUIREMENT: Fuel Tanks in the Passenger Compartment  
 COMPLIANCE: N/A  
 REMARKS:  
 FSB FINDINGS: N/A

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PARAGRAPH: 91.203(d)  
 REQUIREMENT: Compliance with FAR 34 (fuel venting and emissions)  
 COMPLIANCE: Compliance with FAR.34 has been demonstrated during Type Certification ref. Canadair document RAP-604-170  
 REMARKS:  
 FSB FINDINGS: COMPLIES

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**91.205 INSTRUMENT AND EQUIPMENT REQUIREMENTS**


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PARAGRAPH: 91.205(a)  
 REQUIREMENT: General  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

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PARAGRAPH: 91.205(b)  
 REQUIREMENT: Day VFR  
 COMPLIANCE: All equipment specified for Day VFR, as applicable to a turbine engine aircraft is included in the green baseline configuration RAL-604-0001, except for:  
     Item (11) - Pyrotechnic signal devices are not provided. Life vests for Canadair crew only.  
     Item (13) - N/A  
     Item (14) - ELT  
     Item (16) - N/A  
 REMARKS: Exceptions are Operator responsibility  
 FSB FINDINGS: COMPLIES

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PARAGRAPH: 91.205(c)

REQUIREMENT: Night VFR  
COMPLIANCE: All equipment specified for Night VFR, Items (2) thru  
(6) are included in the green baseline configuration  
RAL-604-0001, except for:  
Item (6) - Spare fuses are not provided since all  
re-settable circuits are protected by circuit  
breakers.  
REMARKS: Exceptions are Operator responsibility  
FSB FINDINGS: COMPLIES

---

PARAGRAPH: 91.205(d)  
REQUIREMENT: IFR  
COMPLIANCE: All equipment specified for IFR flight, Items (2) thru  
(9) are included in the green baseline configuration  
RAL-604-0001  
REMARKS:  
FSB FINDINGS: COMPLIES

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PARAGRAPH: 91.205(e)  
REQUIREMENT: flight at and above FL240  
COMPLIANCE: DME equipment is provided as part of the green baseline  
configuration RAL-604-0001  
REMARKS:  
FSB FINDINGS: COMPLIES

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PARAGRAPH: 91.205(f)  
REQUIREMENT: Category II Operations: All equipment as prescribed in  
paragraph (d) and Appendix A are provided as part of  
COMPLIANCE: the green baseline configuration RAL-604-0001, with the  
exception of appendix A,2(b)(3), \alternate static  
source\, as the standby altimeter and airspeed  
indicator are connected directly to an alternate static  
source. There are 3 independent systems, left, right &  
standby  
REMARKS:  
FSB FINDINGS: COMPLIANCE NOT DETERMINED

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#### 91.215 ATC TRANSPONDER AND ALTITUDE REPORTING EQUIPMENT AND USE

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PARAGRAPH: 91.215(a)  
REQUIREMENT: Transponder performance and environmental requirements  
COMPLIANCE: A Collins Mode S Transponder with ATC Modes A and C  
conforming to TSO-C112 is included in the green  
baseline configuration RAL-604-0001  
REMARKS:  
FSB FINDINGS: COMPLIES

---

PARAGRAPH: 91.215(b)(c)(d)  
REQUIREMENT: Transponder operations  
COMPLIANCE: Transponder operation is an Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

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#### 91.217 DATA CORRESPONDENCE BETWEEN AUTOMATICALLY-REPORTED PRESSURE ALTITUDE DATA AND PILOT'S REFERENCE

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PARAGRAPH: 91.217(a)  
 REQUIREMENT: ATC-directed deactivation

COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

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PARAGRAPH: 91.217(b)  
 REQUIREMENT: Encoded altitude accuracy  
 COMPLIANCE: Mode C altitude-encoding equipment capable of transmitting altitude with at least 125-foot accuracy is provided in the green baseline configuration RAL-604-0001  
 REMARKS: Periodic testing and calibration is an operator responsibility  
 FSB FINDINGS: COMPLIES

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#### 91.219 ALTITUDE ALERTING SYSTEM OR DEVICE: TURBO-JET POWERED CIVIL AIRPLANES

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PARAGRAPH: 91.219(a)  
 REQUIREMENT: Operational requirement for system  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

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PARAGRAPH: 91.219(b)  
 REQUIREMENT: Altitude alerting system Requirements  
 COMPLIANCE: An altitude alerting system which complies with Requirements (1) thru (5) is included in the green baseline configuration RAL-604-0001  
 REMARKS:  
 FSB FINDINGS: COMPLIES

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PARAGRAPH: 91.219(c)(d)  
 REQUIREMENT: Operational procedures  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

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#### SUBPART E - MAINTENANCE, PREVENTIVE MAINTENANCE, AND ALTERATIONS

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PARAGRAPH: 91.409  
 REQUIREMENT: Inspections  
 COMPLIANCE: An approved maintenance schedule as per the Maintenance Planning Document (derived from the MSG-3 process) and an Aircraft Maintenance Manual complying with FAR 25.1529 and Appendix H is provided  
 REMARKS: Operator responsible for accomplishing required maintenance  
 FSB FINDINGS: MAINTENANCE DOCUMENTS NOT COMPLETED BY CANADAIIR AS OF 9-14-95

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PARAGRAPH: 91.411  
 REQUIREMENT: Altimeter System and Altitude Reporting Equipment Tests and Inspections



COMPLIANCE: The maintenance Manual includes the tests and inspections required by FAR 43 and Appendices. The FAR

43 tests and inspections are conducted as a part of the Canadair Functional test Plan for each aircraft prior to C of A.

REMARKS: Operator responsible for conducting test and inspections

FSB FINDINGS: MAINTENANCE DOCUMENTS NOT COMPLETED BY CANADAIR AS OF 9-14-95

PARAGRAPH: 91.413  
 REQUIREMENT: ATC Transponder Tests and Inspections  
 COMPLIANCE: \*\*\* As above for 91.411 \*\*\*  
 REMARKS: \*\*\* As above for 91.411 \*\*\*  
 FSB FINDINGS: \*\*\* As above for 91.411 \*\*\*

#### **SUBPART F - LARGE AND TURBINE-POWERED MULTI-ENGINE AIRPLANES**

##### **91.503 FLYING EQUIPMENT AND OPERATING INFORMATION**

PARAGRAPH: 91.503(a)(1)  
 REQUIREMENT: Flashlights  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

PARAGRAPH: 91.503(a)(2)  
 REQUIREMENT: Cockpit checklist  
 COMPLIANCE: Checklists are provided in the Airplane Flight Manual/Operating Manual.  
 REMARKS:  
 FSB FINDINGS: COMPLIES-BASED ON PRELIMINARY AFM DATA ONLY

PARAGRAPH: 91.503(a)(3)(4)  
 REQUIREMENT: Aeronautical charts  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

PARAGRAPH: 91.503(a)(5)  
 REQUIREMENT: One engine inoperative climb performance data  
 COMPLIANCE: The Airplane Flight Manual and Operating Manual contain the required data.  
 REMARKS:  
 FSB FINDINGS: PERFORMANCE DATA NOT COMPLETED BY CANADAIR AS OF 9-15-95

PARAGRAPH: 91.503(b)(c)  
 REQUIREMENT: Cockpit checklist contents  
 COMPLIANCE:  
 REMARKS:  
 FSB FINDINGS: SAME AS (a)(2)

PARAGRAPH: 91.503(d)  
 REQUIREMENT: Use of data by crew  
 COMPLIANCE: Operator responsibility  
 REMARKS:

FSB FINDINGS: N/A

**SUBPART G - ADDITIONAL EQUIPMENT AND OPERATING REQUIREMENTS FOR LARGE AND TRANSPORT CATEGORY AIRCRAFT**

PARAGRAPH: 91.603  
 REQUIREMENT: Aural Speed Warning Device  
 COMPLIANCE: Speed warning devices which comply with FAR 25.1303(c)(1) are included in the green baseline configuration RAL-604-0001  
 REMARKS:  
 FSB FINDINGS: COMPLIES

**91.609 FLIGHT RECORDERS AND COCKPIT VOICE RECORDERS**

PARAGRAPH: 90.609(a)  
 REQUIREMENT: Operation with inactive flight recorder or cockpit voice recorder  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

PARAGRAPH: 91.609(b)  
 REQUIREMENT: Operation by other than holder of air carrier or commercial certificate  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

PARAGRAPH: 91.609(c)  
 REQUIREMENT: Requirements for flight recorder  
 COMPLIANCE: Operator responsibility  
 REMARKS: Flight recorder meeting the relevant parts of 135.152 and 91.609(c) is available as optional modification to green baseline configuration as a service bulletin  
 FSB FINDINGS: COMPLIES

PARAGRAPH: 91.609(d)  
 REQUIREMENT: Flight recorder operation  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

PARAGRAPH: 91.609(e)  
 REQUIREMENT: Requirement for cockpit voice recorder  
 COMPLIANCE: An approved cockpit voice recorder is included in the green baseline configuration RAL-604-0001. Operation is continuous from starting (before starting engine) until the final checklist at the termination of the flight.

REMARKS: Compliance to FAR 25.1457 (b) is dependent on operator  
incorporation of Canadair Service Bulletin 604-23-001  
after interior modification

FSB FINDINGS: COMPLIES

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PARAGRAPH: 91.609(f)

REQUIREMENT: Erasure feature

COMPLIANCE: At least 30 minutes of CVR recording will be retained

REMARKS:

FSB FINDINGS: COMPLIES

---

PARAGRAPH: 91.609(g)

REQUIREMENT: Erasure of flight recorder data or cockpit voice  
recording

COMPLIANCE: Operator responsibility

REMARKS:

FSB FINDINGS: N/A

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**FAA OPERATIONAL REQUIREMENTS/COMPLIANCE CL-600-2B16 (VARIANT CL-604)**  
**PART 135 - GENERAL OPERATING AND FLIGHT RULES**

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**SUBPART A - GENERAL**

---

PARAGRAPH: 135.21  
REQUIREMENT: Manual Requirements  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

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**135.23 MANUAL CONTENTS**

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PARAGRAPH: 135.23(a)  
REQUIREMENT: Authorized management  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

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PARAGRAPH: 135.23(b)  
REQUIREMENT: Weight & balance  
COMPLIANCE: Operator responsibility  
REMARKS: An approved weight and balance manual, PSP-604-9  
provided with each aircraft  
FSB FINDINGS: Wt & Balance Documents not completed by Canadair as of  
9-14-95

---

PARAGRAPH: 135.23(c)  
REQUIREMENT: Operations Spec  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

---

PARAGRAPH: 135.23(d)  
REQUIREMENT: Accident notification  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

---

PARAGRAPH: 135.23(e)  
REQUIREMENT: Return to service approved  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

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PARAGRAPH: 135.23(f)  
REQUIREMENT: Defects  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

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PARAGRAPH: 132.23(g)  
REQUIREMENT: Defect rectification  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

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PARAGRAPH: 135.23(h)  
REQUIREMENT: Pilots maintenance, request procedures  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

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PARAGRAPH: 135.23(i)  
REQUIREMENT: M.E.L.  
COMPLIANCE: Operator responsibility  
REMARKS: An approved airplane flight manual, PSP-604 covering abnormal procedures is provided with each aircraft  
FSB FINDINGS: AFM not completed by Canadair as of 9-14-95  
REMARKS: Transport Canada approved MMEL is available at Canadair  
FSB FINDINGS: MMEL not evaluated

---

PARAGRAPH: 135.23(j)  
REQUIREMENT: Re-fueling procedures  
COMPLIANCE: Operator responsibility  
REMARKS: System procedures for re-fueling is included in approved maintenance manual PSP-604-2 provided with each aircraft  
FSB FINDINGS: Maintenance Documents not completed by Canadair as of 9-14-95

---

PARAGRAPH: 135.23(k)  
REQUIREMENT: Pilots briefing  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

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PARAGRAPH: 135.23(l)  
REQUIREMENT: Flight locating procedures  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

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PARAGRAPH: 135.23(m)  
REQUIREMENT: Emergency procedures compliance  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

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PARAGRAPH: 135.23(n)  
REQUIREMENT: On route qualification procedures  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

---

PARAGRAPH: 135.23(o)  
 REQUIREMENT: Approved aircraft inspection program  
 COMPLIANCE: Operator responsibility  
 REMARKS: Maintenance specification, PSP-604-5 including  
 airworthiness limitations in accordance with FAR  
 25.1529 is provided with each aircraft  
 FSB FINDINGS: Maintenance Documents not completed by Canadair as of  
 9-14-95

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PARAGRAPH: 135.23(p)  
 REQUIREMENT: Procedures for hazardous materiel  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

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PARAGRAPH: 135.23(q)  
 REQUIREMENT: Procedures for evacuation  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

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PARAGRAPH: 135.23(r)  
 REQUIREMENT: Other procedures & policies  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

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#### **SUBPART C - AIRCRAFT AND EQUIPMENT**

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##### 135.143 GENERAL REQUIREMENTS

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PARAGRAPH: 135.143(a)  
 REQUIREMENT: Regulations  
 COMPLIANCE: Noted  
 REMARKS:  
 FSB FINDINGS: N/A

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PARAGRAPH: 135.143(b)  
 REQUIREMENT: Approved/Operable instruments and equipment  
 COMPLIANCE: Operator responsibility  
 REMARKS: All equipment and instruments included in the green  
 baseline configuration RAL-604-0001 is approved and  
 operable with the exception of CVR, see part 91.609 (e)  
 FSB FINDINGS: COMPLIES

---

PARAGRAPH: 135.143(c)  
 REQUIREMENT: ATC transponder performance and environmental  
 conditions  
 COMPLIANCE: ATC transponders included in green baseline  
 configuration RAL-604-0001 meet applicable TSO  
 conditions  
 REMARKS:  
 FSB FINDINGS: COMPLIES

---

135.149 EQUIPMENT REQUIREMENTS: GENERAL

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PARAGRAPH: 135.149(a)  
 REQUIREMENT: Altimeter  
 COMPLIANCE: Sensitive altimeter is included in green baseline configuration RAL-604-0001  
 REMARKS:  
 FSB FINDINGS: COMPLIES

---

PARAGRAPH: 135.149(b)  
 REQUIREMENT: Carburetor deicing  
 COMPLIANCE: N/A  
 REMARKS:  
 FSB FINDINGS: N/A

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PARAGRAPH: 135.149(c)  
 REQUIREMENT: Third artificial horizon  
 COMPLIANCE: Third artificial horizon is included in green baseline configuration RAL-604-0001  
 REMARKS:  
 FSB FINDINGS: COMPLIES - Powered by ADG upon complete generator failure

---

PARAGRAPH: 135.149(d)  
 REQUIREMENT: (Reserved)  
 COMPLIANCE:  
 REMARKS:  
 FSB FINDINGS:

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PARAGRAPH: 135.149(e)  
 REQUIREMENT: Any other equipment  
 COMPLIANCE: Noted  
 REMARKS:  
 FSB FINDINGS:

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135.151 COCKPIT VOICE RECORDERS

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PARAGRAPH: 135.151(a)  
 REQUIREMENT: Requirement effectivity  
 COMPLIANCE: An approved cockpit voice recorder is included in the green baseline configuration RAL-604-0001. Operation is continuous from starting the crew checklist, (before starting engine) until after final check list at the termination of the flight.  
 REMARKS: Compliance to FAR 25.1457 (b) is dependent on operator incorporation of Canadair Service Bulletin 604-23-001 after interior modification  
 FSB FINDINGS: COMPLIES

---

PARAGRAPH: 135.151(b)  
 REQUIREMENT: Requirement effectivity

COMPLIANCE: N/A  
REMARKS:  
FSB FINDINGS:

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PARAGRAPH: 135.151(c)  
REQUIREMENT: Recorded information  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

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PARAGRAPH: 135.151(d)  
REQUIREMENT: Use of boom microphone  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

---

PARAGRAPH: 135.151(e)  
REQUIREMENT: Erasure Feature  
COMPLIANCE: At least 30 minutes of CVR. Recording will be retained  
REMARKS:  
FSB FINDINGS: COMPLIES

---

PARAGRAPH: 135.152  
REQUIREMENT: Flight Recorders  
COMPLIANCE: Operator responsibility  
REMARKS: Flight recorder meeting all relevant parts of 135.152 is available as optional modification to green baseline configuration as a service bulletin  
FSB FINDINGS: Equipment not evaluated - not installed on subject aircraft

---

PARAGRAPH: 135.152(a)  
REQUIREMENT: Requirement effectivity  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

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PARAGRAPH: 135.152(b)  
REQUIREMENT: Requirement effectivity  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

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PARAGRAPH: 135.152(c)  
REQUIREMENT: Continuous operation  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

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PARAGRAPH: 135.152(d)  
REQUIREMENT: Retention of recorded data  
COMPLIANCE: Operator responsibility  
REMARKS:



FSB FINDINGS: N/A

PARAGRAPH: 135.152(e)  
 REQUIREMENT: Recorded information  
 COMPLIANCE: Operator responsibility

REMARKS:  
 FSB FINDINGS: N/A

PARAGRAPH: 135.152(f)  
 REQUIREMENT: Installation requirements  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

PARAGRAPH: 135.152(g)  
 REQUIREMENT: Recorder locator  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

#### 135.153 GROUND PROXIMITY WARNING SYSTEM

PARAGRAPH: 135.153(a)  
 REQUIREMENT: Approved G.P.W.S. equipment  
 COMPLIANCE: Operator responsibility  
 REMARKS: An approved G.P.W.S. is available as an optional modification to green baseline configuration as a service bulletin  
 FSB FINDINGS: Equipment not evaluated - not installed on subject aircraft

PARAGRAPH: 135.153(b)  
 REQUIREMENT: Alternate system  
 COMPLIANCE: N/A  
 REMARKS:  
 FSB FINDINGS:

PARAGRAPH: 135.153(c)  
 REQUIREMENT: Airplane flight manual  
 COMPLIANCE: The airplane Flight and/or operating Manual contains procedures for:  
     (i) The use of the equipment;  
     (ii) Flight crew action with respect to the equipment warnings and indications;  
     (iii) Deactivation for planned abnormal and emergency conditions;  
     (iv) Inhibition of Mode 4 warnings based on flaps being in other than the approved landing configuration if appropriate;  
     (v) An outline of all input sources that must be operating  
 REMARKS:  
 FSB FINDINGS: AFM not completed by Canadair as of 9-14-95

PARAGRAPH: 135.153(d)

REQUIREMENT: Deactivation of G.P.W.S.  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

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PARAGRAPH: 135.153(e)  
 REQUIREMENT: Recording deactivation  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

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#### 135.155 FIRE EXTINGUISHERS: PASSENGER CARRYING AIRCRAFT

---

PARAGRAPH: 135.155(a)  
 REQUIREMENT: Type and suitability of agent  
 COMPLIANCE: Operator responsibility  
 REMARKS: Extinguishing agent in flight deck extinguisher is  
 suitable for use in compartments  
 FSB FINDINGS: COMPLIES

---

PARAGRAPH: 135.155(b)  
 REQUIREMENT: Flight deck  
 COMPLIANCE: Operator responsibility  
 REMARKS: A flight deck fire extinguisher (halon) is included in  
 the green baseline configuration RAL-604-0001  
 FSB FINDINGS: COMPLIES

---

PARAGRAPH: 136.155(c)  
 REQUIREMENT: Passenger compartment  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

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PARAGRAPH: 135.157  
 REQUIREMENT: Oxygen Equipment Requirements  
 COMPLIANCE:  
 REMARKS: Oxygen supply in passenger compartment is operators  
 responsibility  
 FSB FINDINGS:

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PARAGRAPH: 135.157(a)  
 REQUIREMENT: Unpressurized aircraft  
 COMPLIANCE: N/A  
 REMARKS:  
 FSB FINDINGS:

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PARAGRAPH: 135.157(b)  
 REQUIREMENT: Pressurized aircraft  
 COMPLIANCE: Operator responsibility  
 REMARKS: A flight crew oxygen system with sufficient quantity  
 for operations up to 41,000 FT certified in accordance  
 with applicable requirements of FAR 25.1441 thru 1453  
 is provided

FSB FINDINGS: COMPLIES

---

PARAGRAPH: 135.157(c)  
 REQUIREMENT: Equipment required  
 COMPLIANCE: Operator responsibility  
 REMARKS: Indication of flight crew oxygen supply and pilots use

of undiluted oxygen is provided as part of the green  
 baseline configuration RAL-604-0001  
 FSB FINDINGS: COMPLIES

---

#### 135.158 PITOT HEAT INDICATION SYSTEMS

---

PARAGRAPH: 135.158(a)  
 REQUIREMENT: Compliance date 12/04/81  
 COMPLIANCE: A pitot heat system with indications certified in  
 accordance with FAR 25.1326 is included in the green  
 baseline configuration RAL-604-0001  
 REMARKS:  
 FSB FINDINGS: COMPLIES

---

PARAGRAPH: 135.158(b)  
 REQUIREMENT: Compliance extension  
 COMPLIANCE: N/A  
 REMARKS:  
 FSB FINDINGS:

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PARAGRAPH: 135.159  
 REQUIREMENT: Equipment requirements: Passengers under VFR at Night  
 or under VFR Over-the-top  
 COMPLIANCE: All equipment required by this section, with exception  
 of F3 (Flashlight) are provided as part of the basic  
 green configuration RAL-604-0001.  
 Note: With the exception of standby instruments  
 gyroscopic instruments are replaced by electronic  
 equivalent  
 REMARKS: Flashlight: Per 159.F2 is a Operator responsibility  
 FSB FINDINGS: COMPLIES

---

PARAGRAPH: 135.161  
 REQUIREMENT: Radio and Navigational Equipment: Carrying Passengers  
 under VFR at Night or under VFR over-the-top  
 COMPLIANCE: All radio and navigation equipment required by this  
 section is provided as part of the green configuration  
 RAL-604-0001  
 REMARKS:  
 FSB FINDINGS: COMPLIES

---

PARAGRAPH: 135.163  
 REQUIREMENT: Equipment requirements: Aircraft Carrying Passengers  
 under IFR  
 COMPLIANCE: All equipment and applicable requirements of this  
 section are included and provided for as part of the  
 basic green configuration RAL-604-0001, with the  
 exception of sub section (e) alternate source of static  
 pressure is covered by equivalent means, in that the

	standby instruments are supplied by 3rd independent pilot/static source, for a total of 3 independent systems.
REMARKS:	
FSB FINDINGS:	COMPLIES
<hr/>	
PARAGRAPH:	135.165
REQUIREMENT:	Radio and Navigational Equipment: Extended overwater or IFR Operations
COMPLIANCE:	All dual radio and navigation equipment required by this section is provided as part of green configuration RAL-604-0001, with the exception of headsets
REMARKS:	Headsets are an Operator responsibility
FSB FINDINGS:	COMPLIES
<hr/>	
PARAGRAPH:	135.167
REQUIREMENT:	Emergency Equipment: Extended overwater Operation
COMPLIANCE:	Operator responsibility
REMARKS:	
FSB FINDINGS:	N/A
<hr/>	
135.169 ADDITIONAL AIRWORTHINESS REQUIREMENTS	
<hr/>	
PARAGRAPH:	135.169(a1)
REQUIREMENT:	121.213 through 283. Special airworthiness requirements
COMPLIANCE:	N/A
REMARKS:	Aircraft certified to FAR 25 requirements
FSB FINDINGS:	COMPLIES
<hr/>	
PARAGRAPH:	135.169(a2)
REQUIREMENT:	121.307 Engine instruments
COMPLIANCE:	
REMARKS:	
FSB FINDINGS:	COMPLIES
<hr/>	
PARAGRAPH:	135.169
REQUIREMENT:	121.307 (a)(b)(f)(h)(l) Piston engine/propeller aircraft
COMPLIANCE:	N/A
REMARKS:	
FSB FINDINGS:	N/A
<hr/>	
PARAGRAPH:	135.169
REQUIREMENT:	121.307 (c) Fuel pressure 121.307 (d) Fuel flowmeter 121.307 (e) Fuel quantity 121.307 (g) Oil pressure 121.307 (i) Oil temperature 121.307 (j) Tachometer 121.307 (k) Fuel pressure warning
COMPLIANCE:	Indication of these parameters required by (c) (d) (e) (g) (i) (j) (k) is provided for in the basic configuration RAL-604-0001, together with other engine

REMARKS:	parameters required by FAR 25.1305
FSB FINDINGS:	COMPLIES - direct indicator of fuel pressure not provided to crew
PARAGRAPH:	135.169(a3)
REQUIREMENT:	121.309 Emergency equipment
COMPLIANCE:	Operator responsibility
REMARKS:	
FSB FINDINGS:	N/A
PARAGRAPH:	135.169(b)
REQUIREMENT:	Reciprocating or turbo prop
COMPLIANCE:	N/A
REMARKS:	
FSB FINDINGS:	N/A
PARAGRAPH:	135.169(c)
REQUIREMENT:	Small airplane
COMPLIANCE:	N/A
REMARKS:	
FSB FINDINGS:	N/A
PARAGRAPH:	135.169(d)
REQUIREMENT:	Cargo of baggage compartments
COMPLIANCE:	Operator responsibility
REMARKS:	
FSB FINDINGS:	N/A
PARAGRAPH:	135.170
REQUIREMENT:	Materials for Compartment Interiors
COMPLIANCE:	Materials for compartment interiors per an STC are operators responsibility
REMARKS:	Interior materials used in flight deck are certified to FAR 25.853 standards
FSB FINDINGS:	COMPLIES
135.171 SHOULDER HARNESS INSTALLATION AT FLIGHT CREW STATIONS	
PARAGRAPH:	135.171(a)
REQUIREMENT:	Approved shoulder harness
COMPLIANCE:	Approved shoulder harness for each flight crew member is provided as part of the green configuration RAL-604-0001
REMARKS:	
FSB FINDINGS:	COMPLIES
PARAGRAPH:	135.171(b)
REQUIREMENT:	Use of shoulder harness
COMPLIANCE:	Operator responsibility
REMARKS:	
FSB FINDINGS:	N/A
135.173 AIRBORNE THUNDERSTORM DETECTION REQUIREMENTS	

PARAGRAPH: 135.173(a)  
 REQUIREMENT: Airborne thunderstorm detection equipment  
 COMPLIANCE: Approved digital airborne weather radar equipment is provided as part of green configuration RAL-604-0001  
 REMARKS: An approved lightning detection system is available as an optional modification to green baseline configuration as a service bulletin  
 FSB FINDINGS: COMPLIES

---

PARAGRAPH: 135.173(b)  
 REQUIREMENT: Helicopter requirements  
 COMPLIANCE: N/A  
 REMARKS:  
 FSB FINDINGS: N/A

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PARAGRAPH: 135.173(c)  
 REQUIREMENT: Flight under IFR or night VFR  
 COMPLIANCE: N/A  
 REMARKS:  
 FSB FINDINGS: N/A

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PARAGRAPH: 135.173(d)  
 REQUIREMENT: Equipment inoperative en route  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

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PARAGRAPH: 135.173(e)  
 REQUIREMENT: Applicability  
 COMPLIANCE: Noted  
 REMARKS:  
 FSB FINDINGS: N/A

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PARAGRAPH: 135.173(f)  
 REQUIREMENT: Power supply  
 COMPLIANCE: Noted  
 REMARKS:  
 FSB FINDINGS: N/A

---

#### 135.175 AIRBORNE WEATHER RADAR EQUIPMENT REQUIREMENTS

---

PARAGRAPH: 135.175(a)  
 REQUIREMENT: Airborne weather radar equipment  
 COMPLIANCE: Approved digital airborne weather radar equipment is provided as part of green configuration RAL-604-0001  
 REMARKS:  
 FSB FINDINGS: COMPLIES

---

PARAGRAPH: 135.175(b)  
 REQUIREMENT: Flight under IFR or night VFR  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

---

PARAGRAPH: 135.175(c)  
 REQUIREMENT: Equipment inoperative on route  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

---

PARAGRAPH: 135.175(d)  
 REQUIREMENT: Applicability  
 COMPLIANCE: Noted

REMARKS:  
 FSB FINDINGS: N/A

---

PARAGRAPH: 135.175(e)  
 REQUIREMENT: Power supply  
 COMPLIANCE: Noted  
 REMARKS:  
 FSB FINDINGS:

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PARAGRAPH: 135.177  
 REQUIREMENT: Emergency Equipment Requirements for aircraft Having a Passenger Seating Configuration of More than 19 Passengers  
 COMPLIANCE: N/A  
 REMARKS: Aircraft is not certified for passenger seating of more than 19  
 FSB FINDINGS: N/A

---

#### 135.180 TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM

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PARAGRAPH: 135.180(a)  
 REQUIREMENT: Effectivity  
 COMPLIANCE: Operator responsibility  
 REMARKS: An approved T.C.A.S. is available as an optional modification to green baseline configuration as a service bulletin  
 FSB FINDINGS: Evaluation not completed - system not installed in subject aircraft

---

PARAGRAPH: 135.180(b)  
 REQUIREMENT: Flight manual requirements  
 COMPLIANCE: Airplane flight manual and/or operative manual include appropriate procedures for:  
 REMARKS:  
 FSB FINDINGS: AFM not completed by Canadair as of 9-14-95

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#### 135.181 PERFORMANCE REQUIREMENTS: AIRCRAFT OPERATED OVER-THE-TOP OR IN IFR CONDITIONS

---

PARAGRAPH: 135.181(a)  
 REQUIREMENT: Climb requirements  
 COMPLIANCE: Operator responsibility  
 REMARKS: Aircraft climb performance data is provided in aircraft

flight manual  
FSB FINDINGS: AFM not completed by Canadair as of 9-14-95

---

PARAGRAPH: 135.181(b)  
REQUIREMENT: Helicopters  
COMPLIANCE: N/A  
REMARKS:  
FSB FINDINGS: N/A

---

PARAGRAPH: 135.181(c)  
REQUIREMENT: Weather considerations  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

---

PARAGRAPH: 135.181(d)  
REQUIREMENT: Continued flight VFR  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

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135.183 PERFORMANCE REQUIREMENTS: LAND AIRCRAFT OPERATED OVERWATER

---

PARAGRAPH: 135.183(a)  
REQUIREMENT: Engine failure  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

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PARAGRAPH: 135.183(b)  
REQUIREMENT: Take-off or landing  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

---

PARAGRAPH: 135.183(c)  
REQUIREMENT: Climb requirements  
COMPLIANCE: Operator responsibility  
REMARKS: Aircraft climb performance data is provided in aircraft flight manual  
FSB FINDINGS: AFM not completed by Canadair as of 9-14-95

---

PARAGRAPH: 135.183(d)  
REQUIREMENT: Helicopters  
COMPLIANCE: N/A  
REMARKS:  
FSB FINDINGS: N/A

---

135.185 EMPTY WEIGHT AND CENTER OF GRAVITY: CURRENCY REQUIREMENT

---

PARAGRAPH: 135.185(a)  
REQUIREMENT: Aircraft weighing  
COMPLIANCE: Operator responsibility



REMARKS: Actual weight and balance manual provided with each aircraft  
 FSB FINDINGS: Weight & Balance document not completed by Canadair as of 9-14-95

---

PARAGRAPH: 135.185(b)  
 REQUIREMENT: Applicability\  
 COMPLIANCE: Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

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#### **SUBPART F - FLIGHT CREWMEMBER FLIGHT TIME LIMITATIONS AND REST REQUIREMENTS**

---

PARAGRAPH: 135.269(b)(5)  
 REQUIREMENT: Flight Time Limitations and Rest Requirements:  
 COMPLIANCE: Unscheduled Three and Four Pilot Crews  
 Operator responsibility  
 REMARKS:  
 FSB FINDINGS: N/A

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#### **SUBPART J - MAINTENANCE, PREVENTATIVE MAINTENANCE, AND ALTERATIONS**

---

PARAGRAPH: 135.419  
 REQUIREMENT: Approved Aircraft Inspection Program  
 COMPLIANCE: Operator responsibility  
 REMARKS: An approved maintenance schedule as per the Maintenance Planning Document (derived from the MSG-3 process) and an Aircraft Maintenance Manual complying with FAR 25.1529 and Appendix H is provided. Operator responsible for accomplishing required maintenance  
 FSB FINDINGS: Maintenance documents not completed by Canadair as of 9-14-95

---

PARAGRAPH: 135.421  
 REQUIREMENT: Additional Maintenance Requirements  
 COMPLIANCE:  
 REMARKS: An approved maintenance schedule as per the Maintenance Planning Document (derived from the MSG-3 process) and an Aircraft Maintenance Manual complying with FAR 25.1529 and Appendix H is provided. Operator responsible for accomplishing required maintenance  
 FSB FINDINGS: Maintenance documents not completed by Canadair as of 9-14-95

---

PARAGRAPH: 135.421(a)  
 REQUIREMENT: Nine seat or less  
 COMPLIANCE: Operator responsibility (dependent on interior seating capacity)  
 REMARKS:  
 FSB FINDINGS: N/A

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PARAGRAPH: 135.421(b)

REQUIREMENT: Definition  
COMPLIANCE: Noted  
REMARKS:  
FSB FINDINGS:

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135.427 MANUAL REQUIREMENTS

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PARAGRAPH: 135.427(a)  
REQUIREMENT: Certificate holders organization  
COMPLIANCE: Operator responsibility  
REMARKS: Operator responsible for accomplishing required  
maintenance  
FSB FINDINGS: N/A

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PARAGRAPH: 135.427(b)  
REQUIREMENT: Manual requirements for maintenance and inspection  
COMPLIANCE: Operator responsibility  
REMARKS:  
FSB FINDINGS: N/A

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## **Appendix 5 – CHALLENGER 605 OPERATING RULES COMPLIANCE CHECKLIST**

Serial number 5701 was utilized by the FSB to conduct its evaluation on September 11, 2006. Serial number 5701 was a flight test aircraft that had been modified to become production equivalent. It enabled the FSB to determine compliance with the appropriate 14 CFR parts 91 and 135 operating requirements. The attached checklist provides the FSB's findings on those operating requirements.

Any U.S. operator wishing to operate the Challenger 605 aircraft will have to demonstrate to the FAA that the aircraft fully complies with all applicable 14 CFR parts prior to that aircraft entering service. This checklist may be used by the operator to show compliance with those items listed in it.

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
<b>* SUBPART A - GENERAL * (PART 91)</b>					
91. 1	91-257	Applicability	Noted		
91. 3		Responsibility and Authority of the Pilot in Command	---	Operator responsibility	Operator responsibility
91. 5		Pilot in Command Requiring More than One Required Pilot	---	Operator responsibility	Operator responsibility
91. 7		Civil Aircraft Airworthiness		Operator responsibility	Operator responsibility
(a)		Airworthy Conditions	Noted		
(b)		Determination	---		
91. 9		Civil Aircraft Flight Manual, Marking, and Placard Requirements			
(a)		Compliance with Flight Manual, Markings, and Placard Markings	- -	Operator responsibility	Operator responsibility
(b)(1)		Availability of current Airplane Flight Manual in aircraft.	An approved Airplane Flight Manual (PSP 605-1) complying with FAR 25.1581 will be provided with each aircraft.	Operator responsibility.	AFM is in DRAFT Version as of 9-11-2006.
(b)(2)		Airplane Flight Manual not required by FAR 21.5	Not applicable		Not Applicable
(c)		Identification of aircraft in accordance with 14 CFR Part 45	A fireproof Identification Plate complying with FAR.45 is included in the green baseline configuration RAL-604-5701.	Compliant	Complies
(d)		Helicopters: operation outside of height/speed envelope	---	Not applicable	Not applicable
91. 11		Prohibition on Interference with Crewmembers	---	Operator responsibility	Operator responsibility
91. 13		Careless or Reckless Operation	---	Operator responsibility	Operator responsibility
91. 15		Dropping Objects	---	Operator responsibility	Operator responsibility
91. 17		Alcohol or Drugs	---	Operator responsibility	Operator responsibility
91. 19		Carriage of narcotic drugs, marihuana, and depressant or stimulant drugs or substances	---	Operator responsibility	Operator responsibility
91. 21		Portable Electronic Devices	---	Operator responsibility	Operator responsibility
91.23		Truth-in leasing clause requirement in leases and		Operator responsibility	Operator responsibility

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
(a)		conditional sales contracts	----		
(b)		Contract Content	Noted		
(c)		Exclusion			
(d)		Requirements for Contract	----		
(e)		Public inspection	----		
		Lease description	-----		
91. 25		Aviation Safety Reporting Program: Prohibition Against Use of Reports for Enforcement Purposes		Operator responsibility	Operator responsibility
91. 27		[ Reserved ]			
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91. 99					
<b>* SUBPART B – FLIGHT RULES *</b>					
91.101		Applicability	Noted		
91.103		Preflight Action		Operator responsibility	Operator responsibility
(a)		Flight under IFR	---		
(b)		Take-off and landing distances	An Airplane Flight Manual (PSP 605-1) complying with 14 CFR Part 25.1581 will be provided with each aircraft.		AFM is in DRAFT Version as of 9-11-2006
91.105	91-231	Flight Crewmembers at Stations	---	Operator responsibility	Operator responsibility
91.107	91-250	Use of Safety Belts, Shoulder Harnesses, and Child Restraint Systems	--	Operator responsibility	Operator responsibility
91.109		Flight Instruction; Simulated Instrument Flight and Certain Flight Tests	---	Operator responsibility	Operator responsibility
91.111		Operating near Other Aircraft	---	Operator responsibility	Operator responsibility
91.113		Right-of-Way Rules: Except Water Operations	---	Operator responsibility	Operator responsibility
91.115		Right-of-Way: Water Operations	---	Operator responsibility	Operator responsibility
91.117	91-233	Aircraft Speed	The information on minimum safe speed is provided in an Airplane Flight Manual.	Operator responsibility	Operator responsibility AFM is in DRAFT Version as of 9-11-2006
91.119		Minimum Safe Altitudes: General	---	Operator responsibility	Operator responsibility
91.121		Altimeter Settings	---	Operator responsibility	Operator responsibility
91.123	91-244	Compliance with ATC Clearances and Instructions	---	Operator responsibility	Operator responsibility

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
91.125		ATC Light Signals	---	Operator responsibility	Operator responsibility
91.126	91-239	Operating On or In the Vicinity of an Airport in Class G Airspace	---	Operator responsibility	Operator responsibility
91.127	91-239	Operating On or In Vicinity of an Airport in Class E Airspace	---	Operator responsibility	Operator responsibility
91.129	91-234	Operation in Class D Airspace	---	Operator responsibility	Operator responsibility
91.130	91-239	Operations in Class C Airspace	---  Compliance with 91.215 is outlined below  ---	Operator responsibility	Operator responsibility
(a), (b)		General		Operator responsibility	Operator responsibility
(c), (d)		Equipment requirements		Compliant	Complies
(e)		Deviations		Operator responsibility	Operator responsibility
91.131		Operations in Class B Airspace	---	Operator responsibility	Operator responsibility
91.133		Restricted and Prohibited Areas	---	Operator responsibility	Operator responsibility
91.135		Operations in Class A Airspace	---	Operator responsibility	Operator responsibility
91.137		Temporary Flight Restrictions	---	Operator responsibility	Operator responsibility
91.138	91-270	Temporary Flight Restrictions in National Disaster Areas in the State of Hawaii	---	Operator responsibility	Operator responsibility
91.139		Emergency Air Traffic Rules	---	Operator responsibility	Operator responsibility
91.141		Flight Restrictions in the Proximity of the Presidential and Other Parties	---	Operator responsibility	Operator responsibility
91.143		Flight Limitation in the Proximity of Space Flight Operations	---	Operator responsibility	Operator responsibility
91.144	91-240	Temporary Restriction on Flight Operations During Abnormally High Barometric Pressure Conditions	---	Operator responsibility	Operator responsibility
91.145		Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events	---	Operator responsibility	Operator responsibility
91.146 - 91.149		[Reserved]	---		
91.151		Fuel Requirements or Flight in VFR Conditions	---	Operator responsibility	Operator responsibility

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
91.153		VFR Flight Plan: Information Required	---	Operator responsibility	Operator responsibility
91.155	91-235	Basic VFR Weather Minimums	---	Operator responsibility	Operator responsibility
91.157	91-262	Special VFR Weather Minimums	---	Operator responsibility	Operator responsibility
91.159		VFR Cruising altitude or Flight Level	---	Operator responsibility	Operator responsibility
91.161 - 91.165		[ Reserved ]			
91.167		Fuel Requirements for Flight in IFR Conditions	---	Operator responsibility	Operator responsibility
91.169	91.259	IFR Flight Plan: Information Required	---	Operator responsibility	Operator responsibility
91.171		VOR Equipment Check For IFR Operations	Dual VOR installation meets the requirement when delivered	Operator responsibility	Operator responsibility
91.173		ATC Clearance and Flight Plan Required	---	Operator responsibility	Operator responsibility
91.175	91.267	Take-off and Landing Under IFR	---	Operator responsibility	Operator responsibility
91.177		Minimum Altitudes for IFR Operations	---	Operator responsibility	Operator responsibility
91.179		IFR Cruising Altitude or Flight Level	---	Operator responsibility	Operator responsibility
91.181		Course to be Flown	---	Operator responsibility	Operator responsibility
91.183		IFR Radio Communications	---	Operator responsibility	Operator responsibility
91.185	91-211	IFR Operations: Two-way Radio Communication Failure	---	Operator responsibility	Operator responsibility
91.187		Operations under IFR In Controlled Airspace: Malfunction reports	---	Operator responsibility	Operator responsibility
91.189		Category II and III Operations	The CL-605 will be certified to CAT II operations, ref BA report RAR-604DX-134. Note: Report & AFM in approval cycle.	Compliant	Complies AFM and Supplements in DRAFT version as of 9-11-2006.
(a)(1). (a)(2)		Appropriate authorization & adequate knowledge of crewmembers	---	Operator responsibility	Operator responsibility
(a)(3)		Instrument panel and equipment installed	Instrument panel meets the requirements of the section.	Compliant	Complies

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
(b)		Airborne equipment	Noted.		
(c)-(g)		Approaches, Landing, Exceptions	---	Operator responsibility	Operator responsibility
91.191		Category II Manual	The CL-605 will be certified to CAT II operations, ref BA report RAR-604DX-134 with relevant instruction in the CL-605 AFM PSP 605-1	Operator responsibility	Operator responsibility AFM and Supplements in DRAFT version as of 9-11-2006.
91.193		Certificate of Authorization for Certain Category II Operations	---	Operator responsibility	Operator responsibility
91.195 – 91.199		[ Reserved ]	---		
<b>* SUBPART C - EQUIPMENT, INSTRUMENT, and CERTIFICATE REQUIREMENTS*</b>					
91.201		[ Reserved ]			
91.203	91-218	Civil Aircraft: Certifications Required			
(a)		Valid C of A, Registration Certificate, Flight Permit.	A C of A is issued for each aircraft delivered from production	Operator responsibility	Operator responsibility
(b)		C of A displayed, Flight Permit	A C of A holder is included in the green baseline configuration RAL-604-5701	Operator's responsibility	Operator's responsibility
(c)		Fuel Tanks in the passenger compartment	---	Not applicable	Not applicable
(d)		Compliance with Part 34 (fuel venting and emissions)	Compliance with FAR.34 has been demonstrated during Type Certification ref. Bombardier document RAP-604-170	Complies	Complies
91.205	91-251	Instrument and Equipment Requirements			
(a)		General	See below	Operator responsibility	Operator responsibility
(b)		Day VFR	All equipment specified for Day VFR, as applicable to a turbine engine aircraft is included in the green baseline configuration RAL-604-5701, except for: Item (12) - Pyrotechnic signal devices are not provided. Life	Compliant	Complies



FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
(c)		Night VFR	<p>vests for Bombardier crew only. Item (13) – Crew seats only Item (16) – N/A Item (17) - N/A</p> <p>All equipment specified for Night VFR, Items (2) thru (6) are included in the green baseline configuration RAL-604-5701, except for: Item (6) - Spare fuses are not provided since all re-settable circuits are protected by circuit breakers.</p>	Compliant	Complies
(d)		IFR	All equipment specified for IFR flight, Items (2) thru (9) are included in the green baseline configuration RAL-604-5701	Compliant	Complies
(e)		Flight at and above FL240	DME equipment is provided as part of the green baseline configuration RAL-604-5701	Compliant	Complies
(f)		Category II Operations	See 91.189		
91.207	91-265	Emergency Locator Transmitters			
(a)		General	An emergency locator (qty 1) transmitter is provided as part of the production airplane. (green configuration, ARTEX C406N)	Operating condition, para. (a)(1) is an Operator responsibility	Complies
(b)		Location	The ELT is mounted on primary structure in the aft compartment of the fuselage in order to minimize the probability of damage in the event of crash impact.	Compliant	Complies
(c)		Battery condition	---	Operator responsibility	Operator responsibility
(d)		Periodic inspections	---	Operator responsibility	Operator responsibility
(e)		Ferrying with inoperative ELT	---	Operator responsibility	Operator responsibility
(f)		Exceptions to para. 91.207(a)	ELT is installed in production and flight test airplanes prior to first flight	Operator responsibility	Operator responsibility

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
91.209		Aircraft Lights			
(a), (1)(2), (b)		Position and anti-collision lights	Position lights and anti-collision lights complying with 14 CFR Part 25.1381 through 25.1397 and 25.1401 respectively are included in the production airplane.	Operator responsibility	Operator responsibility
(a)(3)		Anchor Lights	Not applicable	Not applicable	Not applicable
91.211		Supplemental Oxygen			
(a), (b) (1)		General Pressurized Cabin Aircraft	A flight crew supplemental oxygen system is included in the production airplane. Crew oxygen masks are provided for both pilots and observer (only as part of ferry kits).  Passenger oxygen system to be installed during outfitting.	Operator responsibility to use equipment as required.	Operator responsibility
(b)(2)		Pilot at Controls	---	Operator responsibility	Operator responsibility
91.213		Inoperative Instruments and Equipment	BA will demonstrate compliance with approval of FAA MMEL.  1) FOEB meeting scheduled for Oct.31 to Nov.02  2) FOEB Agenda to be submitted by September 15  3) Expected completion and approval by April 2007	MEL submission and approval is Operator responsibility	Operator responsibility
91.215	91-267	ATC Transponder and Altitude Reporting Equipment and Use			
(a)		Transponder performance and environmental requirements	A Collins Mode S Transponder (qty 2) with ATC Modes A and C conforming to TSO-C112 is included in the green baseline configuration RAL-604-5701	Compliant	Complies
(b), (c) (d)		Transponder operations	---	Operator responsibility	Operator responsibility
91.217		Data Correspondence between Automatically - Reported Pressure Altitude Data and Pilot's Reference			

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
(a)		ATC-directed deactivation	----	Operator responsibility	Operator responsibility
(b)		Encoded altitude accuracy	Mode C altitude-encoding equipment capable of transmitting altitude with at least 125-foot accuracy is provided in the green baseline configuration RAL-604-5701	Periodic testing and calibration is an operator responsibility	Operator responsibility
(c)		Altimeter-encoding equipment specifications	Conforms to TSO-C10 and C88		Not determined
91.219		Altitude alerting system or device: Turbo-Jet Powered Civil Airplanes			
(a)		Operational Requirement for system		Operator responsibility	Operator responsibility
(b)		Altitude Alerting System Requirements	An altitude alerting system which complies with Requirements (1) thru (5) is included in the green baseline configuration RAL-604-5701	Compliant	Complies
(c),(d)		Operational Procedures	---	Operator responsibility	Operator responsibility
91.221		Traffic Alert and Collision Avoidance System Equipment and Use			
(a)		Requirement for an approved TCAS	A Traffic Alert and Collision Avoidance System (TCAS II/ACAS II) is provided in the production airplane.	Compliant	Complies
(b)		TCAS: operation required	---	Operator responsibility	Operator responsibility
91.223		Terrain Awareness and Warning System			
(a)		A/C manufactured after March 29, 2002	A Class A TAWS (compliant with TSO C151) is provided in the production airplane.	Compliant	Complies
(b)		A/C manufactured on or before March 29, 2002	---	Not applicable	Not Applicable
(c)		AFM	All applicable information is provided in the Airplane Flight Manual.	Compliant	Complies

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
(d)		Exceptions	---	Not applicable	AFM and Supplements in DRAFT version as of 9-11-2006. Not applicable
91.224 - 91.299		[ Reserved ]	---		
<b>* SUBPART D – SPECIAL FLIGHT OPERATIONS *</b>					
91.301		[ Reserved ]	---		
91.303	91-227	Aerobatics Flight	---	Operator responsibility	Operator responsibility
91.305		Flight Test Areas	---	Operator responsibility	Operator responsibility
91.307	91-268	Parachutes and Parachuting	---	Not applicable	Not applicable
91.309	91-227	Towing: Gliders	---	Not Applicable	Not applicable
91.311		Towing: Other than under § 91.309	---	Operator responsibility	Operator responsibility
91.313		Restricted Category Civil Aircraft: Operating Limitations			
(a), (b)		General		Operator responsibility	Operator responsibility
(c), (d)					
(e)					
(f)		External Load Operations	---	Not applicable	Not applicable
(g)		Shoulder harness approval	---	Not applicable. Part 23 airplanes only	Not applicable
91.315		Limited Category Civil Aircraft: Operating Limitations	---	Operator responsibility	Operator responsibility
91.317	91-212	Provisionally Certificated Civil Aircraft: Operating Limitations	Not applicable.	Not applicable	Not applicable
91.319		Aircraft Having Experimental Certificates: Operating Limitations	---	Operator responsibility	Operator responsibility
91.321		Carriage of Candidates in Federal Elections	---	Operator responsibility	Operator responsibility
91.323	91-253	Increased Maximum Certificated Weights for Certain Airplanes Operated in Alaska	Not applicable	Not applicable	Not applicable
91.325		Primary Category Aircraft: Operating Limitations	Not applicable	Not applicable	Not applicable
91.326		[ Reserved ]	---		

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
- 91.399					
<b>* SUBPART E - MAINTENANCE, PREVENTIVE MAINTENANCE, and ALTERATIONS *</b>					
91.401		Applicability	Noted		
91.403	91-267	General			
(a) (b)		Airworthy conditions; Maintenance	---	Operator responsibility	Operator responsibility
(c)		Required procedures	An approved maintenance schedule derived from the MSG-3 process and an Aircraft Maintenance Manual complying with 14 CFR Part 25.1529 and Appendix H is provided to each operator upon delivery of the airplane.	Operator responsibility	Operator responsibility
91.405		Maintenance Required			
(a); (b); (d)		Discrepancies; Records	---	Operator responsibility	Operator responsibility
(c)		Inoperative instruments	The aircraft will have an approved MMEL (see 91.213). Approval of applicable MEL is the operator's responsibility.	Operator responsibility	Operator responsibility
91.407		Operation after Maintenance, Preventive Maintenance, rebuilding, or alteration	---	Operator responsibility	Operator responsibility
91.409	91-267	Inspections	An approved maintenance schedule as per the Maintenance Planning Document (derived from the MSG-3 process) and an Aircraft Maintenance Manual complying with FAR 25.1529 and Appendix H is provided.	Operator responsible for accomplishing required maintenance	Operator responsibility
91.410	91.266	Special maintenance program requirements	Not applicable	Not applicable	Not applicable
91.411		Altimeter System and Altitude Reporting Equipment Tests and Inspections	The maintenance Manual includes the tests and inspections required by FAR 43 and Appendices. The FAR 43 tests and inspections are conducted as a part of the Bombardier Functional test Plan for each aircraft prior to C of A.	Operator responsible for conducting test and inspections	Operator responsibility
91.413	91-267	ATC Transponder Tests and	As above for 91.411	Operator	Operator

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
		Inspections		responsibility	responsibility
91.415		Changes to aircraft inspection program	---	Operator responsibility	Operator responsibility
91.417		Maintenance records			
(a), (b), (c)		Document requirements	An approved maintenance schedule derived from the MSG-3 process and the Airplane Maintenance Manual complying with 14 CFR Part 25.1529 and Appendix H is provided to each operator.	Operator responsibility	Operator responsibility
(d)		Fuel tank installation	Not applicable, since the fuel tank is not installed within the passenger compartment/baggage compartment	Not applicable	Not applicable
91.419		Transfer of maintenance records	---	Operator responsibility	Operator responsibility
91.421		Rebuilt engine maintenance records	---	Not applicable	Not applicable
91.423 - 91.499		[ Reserved ]	---		
<b>* SUBPART F – LARGE AND TURBINE-POWERED MULTIENGINE AIRPLANES AND FRACTIONAL OWNERSHIP PROGRAM AIRCRAFT *</b>					
91.501		Applicability	Noted.	Operator responsibility	Operator responsibility
91.503		Flying Equipment and Operating Information			
(a)(1)		Flashlights	---	Operator responsibility	Operator responsibility
(a)(2)		Cockpit checklist	Checklists are provided in the Airplane Flight Manual /Operating Manual.	Operator responsibility	Operator responsibility
(a)(3), (a)(4)		Aeronautical charts	---	Operator responsibility	Operator responsibility
(a)(5)		One engine inoperative climb performance data	The Airplane Flight Manual and Operating Manual contains the required data.	Operator responsible for use of data.	Operator responsibility  AFM and Supplements in DRAFT version as of 9-11-2006

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
(b), (c)		Cockpit checklist contents	The Aircraft Flight Manual contains required checklist items.	Compliant	Complies
(d)		Use of data by crew		Operator responsibility	Operator responsibility
91.505		Familiarity with operating limitations and emergency equipment	An Airplane Flight Manual complying with 14 CFR Part 25.1581 is provided with the airplane at delivery .	Operator responsibility	Operator responsibility AFM and Supplements in DRAFT version as of 9-11-2006
91.507		Equipment requirements: Over-the-top or night VFR operations	All equipment specified for IFR flight and Night VFR is included in the production airplane.	Operator responsible for operable equipment	Operator responsibility
91.509	91-274	Survival equipment for overwater operations	The aircraft is equipped for Extended Over Water Operations for the crew only as a production airplane. The airplane is equipped for passengers during outfitting.	Operator responsibility	Operator responsibility
91.511	91-249	Radio equipment for overwater operations	---	Noted	
(a)(b)		Equipment requirements	The production airplane meets the equipment requirements.	Compliant	Complies
(c)(d)		Equipment exclusions	---	Operator responsibility	Operator responsibility
(e)		Definition of “shore”	---	Noted	
(f)		Equipment requirements in specific remote oceanic areas	---	Operator responsibility	Operator responsibility
91.513		Emergency Equipment			
(a)		General	Noted		
(b)		Equipment requirements	The production airplane is equipped with a fire extinguisher in the cockpit, smoke goggles and life jackets for the 2 pilots. The equipment meets this paragraph.	Compliant	Compliant
(c)(1)(2)		Fire extinguishers	A HALON fire extinguisher is installed in the cockpit as part	Compliant	Compliant

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
(c)(3)(4)		Fire extinguishers	of the production airplane. Cabin fire extinguishers are installed during outfitting.	Operator responsibility	Operator responsibility
(d)		First Aid kit	First Aid Kits are installed during the outfitting process	The emergency medical kit is operator responsibility	Operator responsibility
(e)		Crash axe	Not applicable	Operator option	A/C option
(f)		Megaphones	Not applicable	Operator option	A/C option
91.515		Flight altitude rules	---	Operator responsibility	Operator responsibility
91.517		Passenger Information			
(a)		Smoking and seat-belt signs	Smoking and seat-belt signs are installed during the outfitting process	Operator responsibility	Operator responsibility
(b)		Oral notification if no signs provided	---	Operator responsibility	Operator responsibility
(c)		No smoking allowed while “No Smoking” signs lighted	---	Operator responsibility	Operator responsibility
(d)(e)		Passenger compliance with signs and instructions	---	Operator responsibility	Operator responsibility
91.519	91-231	Passenger briefing	The applicable placards and lighted passenger information signs are installed during outfitting. A video and printed cards are also provided to the operator on delivery.	Oral briefing is Operator responsibility	Operator responsibility
91.521		Shoulder Harness			
a)(1)(2)		Shoulder Harness – Flight Deck	The 2 pilot seats installed in the production airplane meet these requirements.	Compliant	Complies
(b)(1)(2)		Shoulder Harness – Flight Attendant Seat in Cabin	If an operator chooses to install such a seat(s), it will be installed during outfitting and comply.	Operator Option and Operator responsibility	Operator responsibility
91.523		Carry-on baggage	Not applicable	Not applicable	Not applicable
91.525		Carriage of Cargo			
(a)		Carriage of cargo - Requirements	The baggage compartment is a Class D compartment.	Operator responsibility	Operator responsibility
(b)		Accessibility of compartments for fire extinguishing	---	Operator responsibility	Operator responsibility



FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
91.527		Operating in Icing Conditions			
(a)		Take-off with contaminated surfaces	---	Operator responsibility	Operator responsibility
(b), (c)		IFR/VFR flight into known or forecasted icing conditions	The CL-605 is a transport airplane and will be certified for flight into known icing.	Operator responsibility	Operator responsibility
(d)		Forecast icing conditions relief	---	Operator responsibility	Operator responsibility
91.529		Flight Engineer requirements	Not applicable	Not applicable	Not applicable
91.531		Second in command requirements	---	Operator responsibility	Operator responsibility
91.533		Flight attendant requirements	Not applicable.	Not applicable	Not applicable
91.535		Stowage of food, beverage, and passenger service equipment during aircraft movement on the surface, takeoff, and landing	---	Operator responsibility	Operator responsibility
91.536 - 91.599		[ Reserved ]	---		
<b>*SUBPART G - ADDITIONAL EQUIPMENT and OPERATING REQUIREMENTS FOR LARGE and TRANSPORT CATEGORY AIRCRAFT *</b>					
91.601		Applicability	Noted		
91.603		Aural Speed Warning Device	Speed warning devices which comply with FAR 25.1303(c)(1) are included in the green baseline Configuration RAL-604-5701	Compliant	Complies
91.605		Transport Category civil airplane weight limitations			
(a)		Conditions for aircraft certified before October 1, 1958.	Not applicable	Not applicable	Not applicable
(b),(c)			The Airplane Flight Manual contains all data necessary to enable the operator to comply with this requirement. The AFM contains flight planning data to enable computation of fuel burned from departure to destination to alternate airport. Additionally, the production airplane is equipped with an on-board flight-planning computer for takeoff, enroute, and landing	Operator responsibility	Operator responsibility  AFM and Supplements in DRAFT version as of 9-11-2006

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
			computations to assist the crew in performing these calculations.		
91.607		Emergency exits for airplanes carrying passengers for hire.	The aircraft is equipped with two emergency exits, 1 main pax door (Type 1) and one overwing (Type 3).	Compliant	Complies
91.609	91-228	Flight recorders and cockpit voice recorders			
(a)		Operation with inactive flight recorder or cockpit voice recorder	---	Operator responsibility	Operator responsibility
(b)		Operation by other than holder of air carrier or commercial certificate	---	Operator responsibility	Operator responsibility
(c)		Requirement for flight recorder	Flight recorder meeting the relevant parts of 135.152 and 91.609(c) is available as optional modification to green baseline configuration as a service bulletin	Compliant	Complies
(d)		Flight recorder operation	---	Operator responsibility	Operator responsibility
(e)		Requirement for cockpit voice recorder	An approved cockpit voice recorder is included in the green baseline configuration RAL-604-5701. The CVR starts when the beacon light is selected on. At least 30 minutes of CVR recording will be retained	Compliant	Complies
(f)		Erasure feature	---	Compliant	Complies
(g)		Erasure of flight recorder data or cockpit voice recording	---	Operator responsibility	Operator responsibility
91.611		Authorization for ferry flight with one engine inoperative	Not applicable	Not applicable	Not applicable
91.613		Materials For Compartment Interiors	To be addressed during the outfitting by STC	Operator responsibility	Operator responsibility
91.615 - 91.699		[ Reserved ]			

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
<b>*SUBPART H - FOREIGN AIRCRAFT OPERATIONS AND OPERATIONS OF US REGISTERED CIVIL AIRCRAFT OUTSIDE OF THE UNITED STATES; AND RULES GOVERNING PERSONS ON BOARD SUCH AIRCRAFT*</b>					
91.701		Applicability	Noted	Operator responsibility	Operator responsibility
91.702		Persons on board	---	Operator responsibility	Operator responsibility
91.703		Operations of civil aircraft of U.S. registry outside of the United States	---	Operator responsibility	Operator responsibility
91.705		Operations within airspace designated as Minimum Navigation Performance Specification Airspace	---	Operator responsibility	Operator responsibility
91.706		Operations within airspace designated as Reduced Vertical Separation Minimum Airspace	---	Operator responsibility	Operator responsibility
91.707		Flights between Mexico or Canada and the United States	---	Operator responsibility	Operator responsibility
91.709		Operations to Cuba	---	Operator responsibility	Operator responsibility
91.711		Special rules for foreign civil aircraft	---	Operator responsibility	Operator responsibility
91.713		Operation of civil aircraft of Cuban registry	---	Operator responsibility	Operator responsibility
91.715		Special flight authorizations for foreign civil aircraft	---	Operator responsibility	Operator responsibility
91.717 - 91.799		[ Reserved ]	---		
<b>* SUBPART I - OPERATING NOISE LIMITS*</b>					
91.801		Applicability: Relation to Part 36	Noted		
91.803		Part 125 operations: Designation of applicable regulations	Noted		
91.805		Final compliance	The production airplane is certified to 14 CFR Part 36 Stage 3 requirements as noted in the Airplane Flight Manual	Compliant	Complies
91.807 - 91.813		[ Reserved ]	---		
91.815		Agricultural and fire fighting airplanes: Noise operating limitations	Not applicable	Not applicable	Not applicable
91.817		Civil aircraft sonic boom	Not applicable	Not applicable	Not applicable
91.819		Civil supersonic airplanes that do not comply with Part 36	Not applicable	Not applicable	Not applicable

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
91.821		Civil supersonic airplanes: noise limits	Not applicable	Not applicable	Not applicable
91.823 - 91.849		[ Reserved ]	---		
91.851		Definitions	Noted		
91.853		Final compliance: civil subsonic airplanes	The production airplane is certified to 14 CFR Part 36 Stage 3 requirements as noted in the Airplane Flight Manual.	Not applicable	Not applicable
91.855		Entry and non-additional rule	The production airplane is certified to 14 CFR Part 36 Stage 3 requirements as noted in the Airplane Flight Manual.	Not applicable	Not Applicable
91.857		Stage 2 operations outside of the 48 contiguous United States and authorization for maintenance	The production airplane is certified to 14 CFR Part 36 Stage 3 requirements as noted in the Airplane Flight Manual.	Not Applicable	Not Applicable
91.858		Special flight authorization for non-revenue Stage 2 operations.	The production airplane is certified to 14 CFR Part 36 Stage 3 requirements as noted in the Airplane Flight Manual.	Not Applicable	Not Applicable
91.861		Base level	---	Operator responsibility	Operator responsibility
91.863		Transfers of Stage 2 airplanes with base level	---	Operator responsibility	Operator responsibility
91.865		Phased compliance for operators with base level	---	Operator responsibility	Operator responsibility
91.867	91-252	Phased compliance for new entrants	---	Operator responsibility	Operator responsibility
91.869		Carry-forward compliance	---	Operator responsibility	Operator responsibility
91.871		Waivers from interim compliance requirements	---	Operator responsibility	Operator responsibility
91.873		Waivers from final compliance	---	Operator responsibility	Operator responsibility
91.875		Annual progress reports	---	Operator responsibility	Operator responsibility
91.877		Annual reporting of Hawaiian operations	---	Operator responsibility	Operator responsibility
91.879 - 91.899		[ Reserved ]	---		
<b>* SUBPART J - WAIVERS *</b>					
91.901		[ Reserved ]	---		
91.903		Policy and procedures	Noted	Operator responsibility	Operator responsibility

<b>FAR</b>	<b>Amdt.</b>	<b>Requirement</b>	<b>Bombardier Position</b>	<b>Bombardier Comment</b>	<b>FSB Finding</b>
91.905	91-227	List of rules subject to waivers	Noted	Operator responsibility	Operator responsibility
91.907 - 91.999		[ Reserved ]	---		

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
<b>* SUBPART A - GENERAL * (part 135)</b>					
135. 1	135-58	Applicability	Noted	Operator responsibility	Operator responsibility
(a)		General	---		
(b)		[Reserved]	---		
(c)		Sightseeing operator defined	---		
(d)		Unscheduled repair requirements	---		
135. 2	135-66	Compliance schedule for operators that transition to part 121 of this chapter; certain new entrant operators	---	Operator responsibility	Operator responsibility
135. 3	135-65	Rules applicable to operations subject to this part	---	Operator responsibility	Operator responsibility
135. 4		Applicability of rules for eligible on-demand operators	---	Operator responsibility	Operator responsibility
135. 7	135-58	Applicability of rules to unauthorized operators	---	Not applicable	Not applicable
135. 12		Previously trained crewmembers	---	Operator responsibility	Operator responsibility
135. 19		Emergency operations	---	Operator responsibility	Operator responsibility
135. 21	135-66	Manual requirements		Operator responsibility	Operator responsibility
135. 23	135-58	Manual contents		Operator responsibility	Operator responsibility
(a)		Authorized management	---		
(b)		Weight and balance	An approved weight and balance manual is provided with each aircraft.		
(c)		Operations specifications	---		
(d)		Accident notification procedures	---		
(e)		Return to service approved	---		
(f)		Defects	---		
(g)		Defect rectification	---		

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
(h)		Pilots maintenance, request procedures			
i)		Minimum Equipment List	---		
(j)		Refueling procedures	---		
(k)		Pilots briefing procedures	---		
(l)		Flight locating procedures	---		
(m)		Compliance with emergency procedures	---		
(n)		Pilot enroute qualification procedures	---		
(o)		Approved aircraft inspection program	---		
(p)		Procedures for hazardous material handling	---		
(q)		Evacuation procedures	---		
(r)		Other procedure and policy instructions	---		
135. 25	135-66	Aircraft requirements		Operator responsibility	Operator responsibility
(a)		Registration and airworthiness certificate	Aircraft is delivered with appropriate documentation		
(b)		Aircraft usage	---		
(c)		Aircraft usage duration	---		
(d)		Operation in common carriage	---		
135. 41		Carriage of narcotic drugs, marihuana, and depressant or stimulant drugs or substances	---	Operator responsibility	Operator responsibility
135. 43		Crewmember certificates: International operations	---	Operator responsibility	Operator responsibility
<b>* SUBPART B – FLIGHT OPERATIONS *</b>					
135. 61		General	Noted		
135. 63	135-52	Record keeping requirements	---	Operator responsibility	Operator responsibility
135.64	135-66	Retention of contracts and amendments: Commercial operators who conduct intrastate	---	Operator responsibility	Operator responsibility

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
		operations for compensation or hire			
135.65		Reporting mechanical irregularities	---	Operator responsibility	Operator responsibility
135.67	135-1	Reporting potentially hazardous meteorological conditions and irregularities of communications or navigation facilities	---	Operator responsibility	Operator responsibility
135.69		Restriction or suspension of operations: Continuation of flight in an emergency	---	Operator responsibility	Operator responsibility
135.71	135-32	Airworthiness check	---	Operator responsibility	Operator responsibility
135.73		Inspections and tests	---	Operator responsibility	Operator responsibility
135.75		Inspectors credentials: admission to pilots' compartment: Forward observer's seat	---	Operator responsibility	Operator responsibility
135.76		DOD Commercial Air Carrier Evaluator's Credentials: Admission to pilot compartment: Forward Observer's seat	---	Operator responsibility	Operator responsibility
135.77		Responsibility for operational control	---	Operator responsibility	Operator responsibility
135.79		Flight locating requirements	---	Operator responsibility	Operator responsibility
135.81		Informing personnel of operational information and appropriate changes Certificate holder must make available:		Operator responsibility	
(a)		Airman's Information Manual or equivalent	---		
(b)		14 CFR Parts 135 and 91	---		
(c)		Aircraft equipment manuals and Aircraft Flight Manual	Installed-equipment manuals and Airplane Flight Manual are provided with aircraft		AFM and Supplements in DRAFT version as of 9-11-2006.
(d)		For foreign operations, the International Flight Information Manual or equivalent	---		
135.83		Operating information required	A normal, abnormal, and emergency procedures checklists and the information on one-engine-inoperative climb performance are provided in the Airplane Flight Manual	Operator responsibility	Operator responsibility
(a)		Publications accessible in cockpit			AFM and Supplements in DRAFT version as of



FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
(b)		Cockpit checklist requirements			9-11-2006.
(c)		Emergency procedures checklist			
135.85		Carriage of persons without compliance with the passenger-carrying provisions of this part	---	Operator responsibility	Operator responsibility
135.87		Carriage of cargo including carry-on baggage	A Class D baggage compartment is located within the pressure vessel aft of the cabin.	Operator responsibility	Operator responsibility
(a)		Approved cargo rack or bin			
(b)		Secured by approved means			
(c)		Specifications			
(d)		Under-seat stowage			
(e)		Cargo compartment fire extinguishing requirements			
135.89		Pilot requirements: Use of oxygen	The normal pressurized aircraft is equipped with one 115 cubic feet oxygen bottle with the option to install a second oxygen bottle of the same quantity.	Operator responsibility	Operator responsibility
(a)		Unpressurized aircraft			
(b)		Pressurized aircraft			
135.91	135-60	Oxygen for medical use by passengers	A medical oxygen system may be installed in the aircraft during outfitting at customer's request	Operator responsibility	Operator responsibility
(a)		Installation and maintenance requirements			
(b)		Smoking restrictions			
(c)		Personnel qualifications			
(d)		Exception			
(e)		Exception reporting			
135.93	135-68	Autopilot: Minimum altitudes for use	Minimum altitude for autopilot usage is defined in limitations section of Airplane Flight Manual.	Operator responsibility	Operator responsibility
(a)		Minimum enroute altitude			AFM and Supplements

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
(b)		During ILS approach			in DRAFT version as of 9-11-2006.
(c)		ILS in degraded weather			
(d)		Use to touchdown			
(e)		Use during takeoff and initial climb			
(f)		Not applicable to rotorcraft			
135.95		Airmen: Limitations on use of services	---	Operator responsibility	Operator responsibility
135.97		Aircraft and facilities for recent flight experience	---	Operator responsibility	Operator responsibility
135.99		Composition of flight crew	The Airplane Flight Manual specifies a minimum of two flight crewmembers: pilot and copilot.	Operator responsibility	Operator responsibility  AFM and Supplements in DRAFT version as of 9-11-2006.
(a)		Minimum flight crew per Aircraft Flight Manual and 14 CFR Part 135			
(b)		Second in command requirement			
135.100		Flight crewmember duties	---	Operator responsibility	Operator responsibility
135.101		Second in command required under IFR	---	Operator responsibility	Operator responsibility
135.103		[Reserved]			
135.105	135-58	Exception to second in command requirement: Approval for use of autopilot system	- -	Operator responsibility	Operator responsibility
(a)		Operations during VFR			
(b)		Request for amendment			
(c)		Specifications for amendment			
135.107		Flight attendant crewmember requirement	---	Operator responsibility	Operator responsibility
135.109		Pilot in command or second in command: Designation required	---	Operator responsibility	Operator responsibility
135.111		Second in command required in Category II operations	---	Operator responsibility	Operator responsibility
135.113		Passenger occupancy of pilot seat	The FAA-approved Airplane Flight Manual specifies a minimum of two flight crewmembers: pilot and copilot.	Operator responsibility	Operator responsibility  AFM and Supplements in DRAFT

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
					version as of 9-11-2006.
135.115		Manipulation of controls	---	Operator responsibility	Operator responsibility
135.117	135-44	Briefing of passengers before flight	---	Operator responsibility	Operator responsibility
135.119		Prohibition against carriage of weapons	---	Operator responsibility	Operator responsibility
135.120	135-73	Prohibition on interference with crewmembers	---	Operator responsibility	Operator responsibility
135.121		Alcoholic beverages	---	Operator responsibility	Operator responsibility
135.122		Stowage of food, beverage, and passenger service equipment during aircraft movement on the surface, takeoff, and landing	---	Operator responsibility	Operator responsibility
135.123		Emergency and emergency evacuation duties	---	Operator responsibility	Operator responsibility
135.125		Airplane security	---	Operator responsibility	Operator responsibility
135.127	135-76	Passenger information requirements and smoking prohibitions	---	Operator responsibility	Operator responsibility
135.128	135-62	Use of safety belts and child restraining systems	---	Operator responsibility	Operator responsibility
135.129	135-60	Exit seating	---	Operator responsibility	Operator responsibility
<b>* SUBPART C – AIRCRAFT AND EQUIPMENT *</b>					
135.141		Applicability	Noted		
135.143	135-22	General requirements		Operator responsibility	Operator responsibility
(a)		Regulations	Noted		
(b)		Approved/Operable instruments and equipment	All instruments and equipment included as part of the production airplane	Compliant	Aircraft complies with approved instruments and equipment. Operator responsible for operable condition.
(c)		ATC transponder performance and environmental conditions	2-ATC transponders included in green baseline configuration RAL-604-5701 meet applicable TSO conditions.	Compliant	Complies
135.144	135-73	Portable electronic devices	---	Operator responsibility	Operator responsibility
135.145		Aircraft proving tests	---	Operator	Operator

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
				responsibility	responsibility
135.147		Dual controls required	Airplane is produced with dual flight controls under 14 CFR Part 25	Compliant	Complies
135.149	135-38	Equipment requirements: General		Operator responsibility	Operator responsibility
(a)		Altimeter	Sensitive altimeter is included in green baseline configuration RAL-604-5701	Compliant	Compliant
(b)		Carburetor deicing	Not applicable	Not applicable	Not applicable
(c)		Third artificial horizon	Third artificial horizon is included in green baseline configuration RAL-604-5701	Compliant	Compliant
d)		(reserved)	---		
e)		Any other equipment	Noted		
135.150		Public address and crewmember interphone systems	Airplane Flight Manual limits passenger load to 19 people	Not applicable	Not applicable AFM and Supplements in DRAFT version as of 9-11-2006.
135.151	135-60	Cockpit voice recorders		Operator responsibility	Operator responsibility
(a)		Applicability	An approved cockpit voice recorder is included in the green baseline configuration RAL-604-5701. The CVR starts to record when the beacon light is selected on.	Compliant	Complies
(b)		Multiengine turbine powered aircraft having 20 – 30 seats	Not applicable	Not applicable	Not applicable
(c)		Recorded information	----	Operator responsibility	Operator responsibility
(d)		Use of boom microphone	---	Compliant	Complies
(e)		Erasure Feature	At least 30 minutes of CVR. Recording will be retained	Compliant	Complies
135.152	135-84	Flight recorders			

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
(a)		Applicability	Flight recorder meeting all relevant parts of 135.152 is available as standard equipment to green baseline configuration.	Compliant	Complies
(b)		Multiengine turbine powered aircraft having 20 – 30 seats	Not applicable	Not applicable	Not applicable
(c)		Continuous operation requirements	See note for (a)	Compliant [Items (c) through (j)]	Complies [Items (c) through (j)]
(e)		Recorded information	See note for (a)		
(f)		Installation requirements	See note for (a)		
(g)		Recorder locator	See note for (a)		
(h)		Operational parameters	See note for (a)		
(i)		Parameters for turbine-powered airplanes having 10 to 30 passenger seats and manufactured after August 18, 2000	See note (a)		
(j)		Parameters for turbine-powered airplanes having 10 to 30 passenger seats and manufactured after August 19, 2002	See note (a)		
(k)		Exception to requirements for Flight Recorders	Not applicable	Not applicable	Not applicable
135.153	135-75	Ground proximity warning system			
(a)		Approved G.P.W.S. equipment	The aircraft is fitted as baseline with an approved Mark-V EGPWS.	Compliant	Complies
b)		Reserved	N/A	Not applicable	Not applicable
c)(1)		Airplane Flight Manual	The Airplane Flight and/or Operating Manual contains procedures for: (i) The use of the equipment;	Compliant	Complies
c)(2)		Input sources	(ii) Flight crew action with respect to the equipment warnings and indications; iii) Deactivation for planned abnormal and emergency conditions;  Noted		AFM and Supplements in DRAFT version as of 9-11-2006.
(d)		Deactivation of G.P.W.S	---	Operator responsibility	Operator responsibility
(e)		Recording deactivation	---	Operator	Operator

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
(f)		Expiration	---	responsibility Noted	responsibility Noted
135.154		Terrain awareness and warning system		Operator responsibility	Operator responsibility
(a)		Airplanes manufactured after March 29, 2002	An approved terrain awareness warning system meeting the requirements for Class A equipment in TSO-C151 is included as part of the production airplane	Compliant	Complies
(b)		Airplanes manufactured on or before March 29, 2002	---	Not applicable	Not applicable
(c)		Airplane Flight Manual	An Airplane Flight Manual includes operational procedures for enhanced ground proximity warning system	Compliant	Complies AFM and Supplements in DRAFT version as of 9-11-2006.
135.155		Fire extinguishers: Passenger-carrying aircraft		Operator responsibility	Operator responsibility
(a)		Type and suitability of agent	Extinguishing agent in flight deck extinguisher is suitable for use in compartments	Compliant	Complies
(b)		Flight deck	A flight deck fire extinguisher (halon) is included in the green baseline configuration RAL-604-5701	Compliant	Complies
(c)		Passenger compartment	At least one hand held fire extinguisher is mounted in the passenger compartment at a convenient location during outfitting.	Not installed	Not installed
135.157		Oxygen equipment requirements		Operator responsibility	Operator responsibility
(a)		Unpressurized aircraft	N/A		
(b)		Pressurized aircraft	A oxygen system with sufficient quantity for operations up to 41,000 FT certified in accordance with applicable requirements of FAR 25 is provided. BA report RAP-604-116 provides justification	Compliant	Complies
(c)		Equipment required	Indication of oxygen supply and pilots use of undiluted oxygen is	Compliant	Complies

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
			provided as part of the green baseline configuration RAL-604-5701		
135.158	135-33	Pitot heat indication systems		Operator responsibility	Operator responsibility
(a)		Compliance date 12/04/81	A pitot heat system with indications certified in accordance with FAR 25.1326 is included in the green baseline configuration RAL-604-5701	Compliant	Complies
b)		Compliance extension	N/A	Not applicable	Not applicable
135.159	135-38	Equipment requirements: Passengers under VFR at Night or under VFR Over-the-top	All equipment required by this section, with exception of F3 (Flashlight) are provided as part of the basic green configuration RAL-604-5701. Note: With the exception of standby instruments gyroscopic instruments are replaced by electronic equivalent.	Flashlight: Per 159.F2 is a Operator responsibility	Operator responsibility
(a)		Gyroscopic rate-of-turn indicator		Compliant	Complies
(b)		Slip skid indicator		[Items (a) through (g)]	[Items (a) through (g)]
(c)		Gyroscopic bank-and-pitch indicator			
(d)		Gyroscopic direction indicator			
(e)		Generator			
(f)		Night flight requirements			
(g)		Continuous in-flight electrical load defined			
(h)		Helicopter requirements	Not applicable	Not applicable	Not applicable
135.161		Radio and navigational equipment: Carrying passengers under VFR at night or under VFR over-the-top	All radio and navigation equipment required by this section is provided as part of the green configuration RAL-604-5701	Operator responsibility	Operator responsibility
(a)		Two-way radio communication with ground facilities 25 miles away	---	Compliant	Complies
(b)		VFR over-the-top requires ability to receive radio signals from ground facility	---	Compliant	Complies
(c)		VFR at night requires ability to receive radio signals from ground facility	---	Compliant	Complies
135.163	135-73	Equipment requirements: Aircraft Carrying Passengers under IFR	All equipment and applicable requirements of this section are		

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
			included and provided for as part of the basic green configuration RAL-604-5701, with the exception of sub section (e) alternate source of static pressure is covered by equivalent means, in that the standby instruments are supplied by 3rd independent pilot/static source, for a total of 3 independent systems.		
(a)		Vertical speed indicator		Compliant	Complies
(b)		Free-air temperature indicator			
(c)		Heated pitot tube for each airspeed indicator			
(d)		Power failure warning device for gyroscopic instruments			
(e)		Alternate source of static pressure			
(f)		Single-engine aircraft requirements	Not applicable	Not applicable	Not applicable
(g)		Multi-engine aircraft requirements	---	Compliant	Complies
(h)		Two independent sources of energy, each of which is able to drive all required gyroscopic instruments	---	Compliant	Complies
(i)		Continuous in-flight electrical load defined	---	Noted	Noted
135.165	135-61	Radio and Navigational Equipment: Extended overwater or IFR Operations	All dual radio and navigation equipment required by this section is provided as part of green configuration RAL-604-5701, with the exception of headsets	Compliant  (Headsets are an Operator responsibility)	Complies  Operator responsibility
(a)		Specifications, 10 passenger seats or more	---	Compliant	Complies
(b)		Specifications, other aircraft than specified in (a)	---	Not applicable	Not applicable
(c)		Independent receiver defined	---	Compliant	Complies
(d)		FAA consideration of long-range communications and navigation equipment	---	Noted	Noted



FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
135.167	135-49	Emergency Equipment: Extended overwater Operation	---	Operator responsibility	Operator responsibility
135.169	135-55	Additional airworthiness requirements			
a)		121.213 through 283. Special airworthiness requirements	<u>N/A – aircraft certified to FAR part 25.</u>		Not compliant with 135.169(a) and 121.267
		121.307 Engine instruments			
		121.307 (a) (b) (f) (h) (l)	Piston engine/propeller aircraft – N/A		
		121.307 (c)	Indication of these parameters required by (c) (d) (e)(g) (i) (j) (k) is provided for in the basic configuration RAL-604-5701, together with other engine parameters required by FAR 25.1305	Compliant	Complies
		121.307 (d)			
		121.307 (e)			
		121.307 (g)			
		121.307 (i)			
		121.307 (j)			
		121.307 (k)			
b)		Reciprocating or turbo prop	---	Not applicable	Not applicable
c)		135.169 c	Small airplane	Not applicable	Not applicable
d)		Cargo or baggage compartment	---	Compliant	Complies
135.170	135-56	Materials for compartment interiors	Materials used in flight deck are certified to 14 CFR Part 25.853 standards, passenger compartment materials are per an STC and resolved during outfitting.	Compliant	Passenger compartment not evaluated
135.171		Shoulder harness installation at flight crewmember station			
(a)		Approved shoulder harness	Approved shoulder harness for each flight crew member is provided as part of the green configuration RAL-604	Compliant	Complies
(b)		Use of shoulder harness	---	Operator responsibility	Operator responsibility

<b>FAR</b>	<b>Amdt.</b>	<b>Requirement</b>	<b>Bombardier Position</b>	<b>Bombardier Comment</b>	<b>FSB Finding</b>
135.173	135-60	Airborne thunderstorm detection equipment requirements		Operator responsibility	Operator responsibility
(a)		Airborne thunderstorm detection equipment	Approved digital airborne weather radar equipment is provided as part of green configuration RAL-604-5701  An approved lightning detection system is available as an optional modification to green baseline configuration as a service bulletin	Compliant	Complies
(b)		Helicopter requirements	---	Not applicable	Not applicable
(c)		Flight under IFR or night VFR Procedures for Equipment failure enroute	---	Operator responsibility	Operator responsibility
(d)		Equipment inoperative en route		Operator responsibility	Operator responsibility
(e)		Applicability	Noted		
(f)		Power supply	Noted		
135.175		Airborne weather radar equipment requirements		Operator responsibility	Operator responsibility
(a)		Airborne weather radar equipment	Approved digital airborne weather radar equipment is provided as part of green configuration RAL-604-5701	Compliant	Complies
(b)		Flight under IFR or night VFR	---	Operator responsibility	Operator responsibility
(c)		Equipment inoperative on route	---	Operator responsibility	Operator responsibility
(d)		Applicability	Noted		
(e)		Power supply	Noted		
135.177	135-80	Emergency Equipment Requirements for aircraft Having a Passenger Seating Configuration of More than 19 Passengers passengers	---	Not applicable	Not applicable
135.178		Additional emergency equipment	The FAA Airplane Flight Manual limits passenger load to 19 people.	Not applicable	Not applicable
135.179	135-60	Inoperable instruments and equipment	MMEL under development.	Operator responsibility	Operator responsibility

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
135.180	135-54	Traffic Alert and Collision Avoidance System			
(a)		Effectivity	An approved T.C.A.S. is part of the baseline CL-605 aircraft.	Compliant	Complies
(b)		Flight manual requirements	Airplane Flight Manual (PSP 605-1) and/or operation manual includes appropriate procedures.	Compliant	Complies  AFM and Supplements in DRAFT version as of 9-11-2006
135.181	135-70	Performance requirements: Aircraft operated over-the-top or in IFR conditions.	The Airplane Flight Manual includes applicable performance data .	Operator responsibility	Operator responsibility
a)		Climb requirements	Aircraft climb performance data is provided in Aircraft Flight Manual.	Compliant	Complies  AFM is a DRAFT version as of 9-11-2006
b)		Helicopters	N/A	Not applicable	N/A
c)		Weather considerations	---	Operator responsibility	Operator responsibility
d)		Over-the top limitations	---	Operator responsibility	Operator responsibility
135.183		Performance requirements: Land aircraft operated over water		Operator responsibility	Operator responsibility
a)		Engine failure	---		
b)		Take-off or landing	---		
c)		Climb requirements	---		
d)		Helicopters	---	Not applicable	Not applicable
135.185		Empty weight and center of gravity: Currency requirement		Operator responsibility	Operator responsibility
a)		Aircraft weighing	---		
b)		Applicability	---		
<b>* SUBPART D – VFR/IFR OPERATING LIMITATIONS AND WEATHER REQUIREMENTS*</b>					
135.201		Applicability	Noted		

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
135.203		VFR: Minimum altitudes	---	Operator responsibility	Operator responsibility
135.205	135-41	VFR: Visibility requirements	---	Operator responsibility	Operator responsibility
135.207		VFR Helicopter surface reference requirements	N/A	Not applicable	Not applicable
135.209		VFR: Fuel supply	---	Operator responsibility	Operator responsibility
135.211	135-32	VFR: Over-the-top carrying passengers: Operating limitations	---	Operator responsibility	Operator responsibility
135.213	135-60	Weather reports and forecasts	---	Operator responsibility	Operator responsibility
135.215		IFR: Operating limitations	---	Operator responsibility	Operator responsibility
135.217		IFR: Takeoff limitations	---	Operator responsibility	Operator responsibility
135.219		IFR: Destination airport weather minimums	---	Operator responsibility	Operator responsibility
135.221		IFR: Alternate airport weather minimums	---	Operator responsibility	Operator responsibility
135.223	135-20	IFR: Alternate airport requirements	---	Operator responsibility	Operator responsibility
135.225		IFR: Takeoff, approach and landing minimums	---	Operator responsibility	Operator responsibility
135.227	135-60	Icing conditions: Operating limitations	CL-605 is transport airplane will be certified for Flight In Known Icing. AFM has operating limitations for icing conditions.	Operator responsibility	Operator responsibility AFM and Supplements in DRAFT version as of 9-11-2006
135.229		Airport requirements	---	Operator responsibility	Operator responsibility
<b>* SUBPART E – FLIGHT CREWMEMBER REQUIREMENTS *</b>					
135.241	135-57	Applicability	Noted		
135.243	135-58	Pilot in command qualifications	---	Operator responsibility	Operator responsibility
135.244	135-58	Operating experience	---	Operator responsibility	Operator responsibility
135.245		Second in command qualifications	---	Operator responsibility	Operator responsibility
135.247		Pilot qualifications: Recent experience	---	Operator responsibility	Operator responsibility
135.249	135-51	Use of prohibited drugs	---	Operator responsibility	Operator responsibility
135.251		Resting for prohibited drugs	---	Operator responsibility	Operator responsibility

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
135.253	135-48	Misuse of alcohol	---	Operator responsibility	Operator responsibility
135.255	135-48	Testing for alcohol	---	Operator responsibility	Operator responsibility
<b>* SUBPART F – CREWMEMBER FLIGHT TIME AND DUTY LIMITATIONS AND REST REQUIREMENTS</b>					
135.261	135-52	Applicability	Noted		
135.263		Flight time limitations and rest requirements: All certificate holders	---	Operator responsibility	Operator responsibility
135.265		Flight time limitations and rest requirements: Scheduled operations	---	Operator responsibility	Operator responsibility
135.267	135-60	Flight time limitations and rest requirements: Unscheduled one- and two-pilot crews	---	Operator responsibility	Operator responsibility
135.269		Flight Time Limitations and Rest Requirements:	Unscheduled three and four pilot crew	Operator responsibility	Operator responsibility
135.271		Helicopter hospital emergency medical evacuation service (HEMES)	Not applicable	Not applicable	Not applicable
135.273	135-60	Duty period limitations and rest time requirements	---	Operator responsibility	Operator responsibility
<b>* SUBPART G – CREWMEMBER TESTING REQUIREMENTS *</b>					
135.291		Applicability	Noted		
135.293	135-27	Initial and recurrent pilot testing requirements	---	Operator responsibility	Operator responsibility
135.295		Initial and recurrent flight attendant crewmember testing requirements	---	Operator responsibility	Operator responsibility
135.297	135-15	Pilot in command: Instrument proficiency check requirements	---	Operator responsibility	Operator responsibility
135.299		Pilot in command: Line checks: Routes and airports	---	Operator responsibility	Operator responsibility
135.301		Crewmember: Tests and checks, grace provisions, training to accepted standards	---	Operator responsibility	Operator responsibility
<b>* SUBPART H – TRAINING *</b>					
135.321	135-63	Applicability and terms used	Noted		
135.323		Training program: General	---	Operator responsibility	Operator responsibility
135.324	135-67	Training program: Special rules	---	Operator responsibility	Operator responsibility
135.325		Training program and revision: Initial and final approval	---	Operator responsibility	Operator responsibility

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
135.327		Training program: Curriculum	---	Operator responsibility	Operator responsibility
135.329		Crewmember training requirements	---	Operator responsibility	Operator responsibility
135.331		Crewmember emergency training	---	Operator responsibility	Operator responsibility
135.335	135-1	Approval of aircraft simulators and other training devices	---	Operator responsibility	Operator responsibility
135.337		Qualifications: Check airmen (aircraft) and check airmen (simulator)	---	Operator responsibility	Operator responsibility
135.338	135-64	Qualifications: Flight instructors (aircraft) and flight instructors (simulator)	---	Operator responsibility	Operator responsibility
135.339	135-64	Initial and transition training and checking: Check airmen (aircraft), check airmen (simulator)	---	Operator responsibility	Operator responsibility
135.340	135-64	Initial and transition training and checking: Flight instructors (aircraft), flight instructors (simulator)	---	Operator responsibility	Operator responsibility
135.341	135-18	Pilot and flight attendant crewmember training programs	---	Operator responsibility	Operator responsibility
135.343	135-18	Crewmember initial and recurrent training requirements	---	Operator responsibility	Operator responsibility
135.345	135-46	Pilots: Initial, transition, and upgrade ground training	---	Operator responsibility	Operator responsibility
135.347		Pilots: Initial, transition, upgrade, and differences flight training	---	Operator responsibility	Operator responsibility
135.349		Flight attendants: Initial and transition ground training	---	Operator responsibility	Operator responsibility
135.351	135-46	Recurrent training	---	Operator responsibility	Operator responsibility
135.353		Prohibited drugs	---	Operator responsibility	Operator responsibility
<b>* SUBPART I – AIRPLANE PERFORMANCE OPERATING LIMITATIONS *</b>					
135.361		Applicability	Noted		
135.363	135-21	General	---	Operator responsibility	Operator responsibility
(a)		Reciprocating engine	Not Applicable	Not applicable	Not applicable
(b)		Each certificate holder operating a turbine engine powered large transport category airplane	---	Compliant	Complies AFM is a DRAFT version as of 9-11-2006
(c)		Large non transport category airplanes	Not Applicable	Not applicable	Not applicable

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
(d)		Small transport category airplanes	Not Applicable	Not applicable	Not applicable
(e)		Small non transport category airplanes	Not Applicable	Not applicable	Not applicable
(f)		Performance data in the Airplane Flight Manual	Aircraft performance data is provided in the Airplane Flight Manual	Compliant	Complies
(g)		Reciprocating engine	Not Applicable	Not applicable	Not applicable
(h)		Deviation authorization	---	Operator responsibility	Operator responsibility
(i)		Deviation from intended track	---	Operator responsibility	Operator responsibility
(j)		Commuter category airplane	---	Operator responsibility	Operator responsibility
135.365		Large transport category airplanes: Reciprocating engine powered: Weight limitations	Not applicable	Not applicable	Not applicable
135.367		Large transport category airplanes: Reciprocating engine powered: Takeoff limitations	Not applicable	Not applicable	Not applicable
135.369		Large transport category airplanes: Reciprocating engine powered: En route limitations: All engines operating	Not applicable	Not applicable	Not applicable
135.371		Large transport category airplanes: Reciprocating engine powered: En route limitations: One engine inoperative	Not applicable	Not applicable	Not applicable
135.373		Large transport category airplanes: Reciprocating engine powered: En route limitations: Two engines inoperative	Not applicable	Not applicable	Not applicable
135.375		Large transport category airplanes: Reciprocating engine powered: Landing limitations: Destination airports	Not applicable	Not applicable	Not applicable

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
135.377		Large transport category airplanes: Reciprocating engine powered: Landing limitations: Alternate airports	Not applicable	Not applicable	Not applicable
135.379	135-71	Large transport category airplanes: Turbine engine powered: Takeoff limitations	---	Operator responsibility	Operator responsibility
(a)		Takeoff weights exceeding Airplane Flight Manual limitations	---		
(b)		Minimum distance required for takeoff	The Airplane Flight Manual contains all data necessary to enable the operator to comply with this requirement to include clearway computation data.		AFM is a DRAFT version as of 9-11-2006
(c)		Maximum takeoff weight calculation variables	The Airplane Flight Manual contains all data necessary to enable the operator to comply with this requirement.		AFM is a DRAFT version as of 9-11-2006
(d)(2)		Maximum takeoff weight net takeoff flight path	The Airplane Flight Manual contains all data necessary to enable the operator to comply with this requirement to include net takeoff flight path data.		AFM is a DRAFT version as of 9-11-2006
(e)		Maximum takeoff weight environmental conditions	The Airplane Flight Manual contains all data necessary to enable the operator to comply with this requirement to include environmental variables.		AFM is a DRAFT version as of 9-11-2006
(f)		Aircraft bank angles on takeoff	The Airplane Flight Manual complies with this paragraph.		AFM is a DRAFT version as of 9-11-2006
(g)		Performance terms	The performance terms are the same as certified under 14 CFR Part 25		Operator responsibility
135.381		Large transport category airplanes: Turbine engine powered: En route limitations: One engine inoperative	The Airplane Flight Manual and the operations manual contains all data necessary to enable the operator to comply with this requirement.	Operator responsibility	Operator responsibility  AFM is a DRAFT version as of



FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
					9-11-2006
135.383		Large transport category airplanes: Turbine engine powered: En route limitations: Two engines inoperative	Not applicable	Not applicable	Not applicable
135.385		Large transport category airplanes: Turbine engine powered: Landing limitations: Destination airports		Operator responsibility	Operator responsibility
(a)		Landing weight limitations	The Airplane Flight Manual contains all data necessary to enable the operator to comply with this requirement. The operations manual contains flight-planning data to enable computation of fuel and oil burned from departure to destination or alternate airport to compute landing weight.		
(b)		Destination landing requirements	See note for (a)		
(c)		Turbo propeller landing requirements	---		
(d)		Wet runway landing requirements	---		
(e)		Alternate requirements to comply with paragraph (b)	See note for (a)		
(f)		Eligible On-Demand operators	See note for (a)		
135.387		Large transport category airplanes: Turbine engine powered: Landing limitations: Alternate airports	The Airplane Flight Manual contains all data necessary to enable the operator to comply with this requirement. The operations manual contains flight planning data to enable computation of fuel and oil burned from departure to destination or alternate airport to compute landing weight. On board flight planning computer is available to assist crew in mission calculations.	Operator responsibility	Operator responsibility

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
135.389		Large nontransport category airplanes: Takeoff limitations	Not applicable	Not applicable	Not applicable
135.391		Large nontransport category airplanes: En route limitations: One engine inoperative	Not applicable	Not applicable	Not applicable
135.393		Large nontransport category airplanes: Landing limitations: Destination airports	Not applicable	Not applicable	Not applicable
135.395		Large nontransport category airplanes: Landing limitations: Alternate airports	Not applicable	Not applicable	Not applicable
135.397		Small transport category airplane performance operating limitations	Not applicable	Not applicable	Not applicable
135.398		Commuter category airplanes performance operating limitations	Not applicable	Not applicable	Not applicable
135.399		Small non transport category airplane performance operating limitations	Not applicable	Not applicable	Not applicable

**Subpart J – Maintenance, Preventive Maintenance, and Alterations\***

135.411	135-78	Applicability	Noted		
135.413	135-81	Responsibility for airworthiness			
(a)		Airworthiness conditions; Maintenance	---	Operator responsibility	Operator responsibility
(b)		Required procedures for maintenance	An approved maintenance schedule derived from the MSG-3 process and the Aircraft Maintenance Manual complying with FAR 25.1529 and Appendix H is provided to each operator.	Operator responsibility	Operator responsibility
135.415	135-81	Service difficulty reports	---	Operator responsibility	Operator responsibility
135.417	135-81	Mechanical interruption summary report	---	Operator responsibility	Operator responsibility
135.419		Approved aircraft inspection program	An approved maintenance schedule as per the Maintenance Planning Document (derived from the MSG-3 process) and an AMM complying with FAR 25.1529 and Appendix H is provided. Operator responsible for accomplishing required	Operator responsibility	Operator responsibility

FAR	Amdt.	Requirement	Bombardier Position	Bombardier Comment	FSB Finding
			maintenance		
135.421	135-70	Additional maintenance requirements	---	Not applicable	Not applicable
(a)		Nine seat or less	---		
(b)		Definition	---		
(c)		Single engine aircraft engine monitoring requirements	---		
(d)		Single engine aircraft methods, techniques, and practices	---		
(e)		Single engine aircraft engine maintenance records	---		
135.422		Aging airplane inspections: 10 or more passenger seats	---	Operator responsibility	Operator responsibility
135.423		Maintenance, preventive maintenance, and alteration organization	---	Operator responsibility	Operator responsibility
135.425		Maintenance, preventive maintenance, and alteration programs	---	Operator responsibility	Operator responsibility
135.427	135-66	Manual requirements			
a)		Certificate holders organization	---	Operator responsibility	Operator responsibility
b)		Manual requirements for maintenance and inspection	An approved maintenance schedule derived from the MSG-3 process and the Aircraft Maintenance Manual complying with 14 CFR PART 25.1529 is provided to each operator. and Appendix H is provided to each operator	Operator responsibility	Operator responsibility
135.429	135-20	Required inspection personnel	---	Operator responsibility	Operator responsibility
135.431	135-60	Continuing analysis and surveillance	---	Operator responsibility	Operator responsibility
135.433		Maintenance and preventive maintenance training program	----	Operator responsibility	Operator responsibility
135.435	135-82	Certificate requirements	---	Operator responsibility	Operator responsibility
135.437		Authority to perform and approve maintenance, preventive maintenance, and alterations	---	Operator responsibility	Operator responsibility

<b>FAR</b>	<b>Amdt.</b>	<b>Requirement</b>	<b>Bombardier Position</b>	<b>Bombardier Comment</b>	<b>FSB Finding</b>
135.439		Maintenance recording requirements	An approved maintenance schedule derived from the MSG-3 process and the Aircraft Maintenance Manual complying with 14 CFR PART 25.1529 is provided to each operator. and Appendix H is provided to each operator.	Operator responsibility	Operator responsibility
135.441		Transfer of maintenance records	---	Operator responsibility	Operator responsibility
135.443	135-82	Airworthiness release or aircraft maintenance log entry	---	Operator responsibility	Operator responsibility
135.501		Hazardous Materials: Applicability and Definitions	---	Operator responsibility	Operator responsibility
135.503		Hazardous material training: General.	---	Operator responsibility	Operator responsibility
135.505		Hazardous material training: Required.	---	Operator responsibility	Operator responsibility
135.507		Hazardous material training: Records	---	Operator responsibility	Operator responsibility

## **APPENDIX 6 – ROCKWELL COLLINS MODEL 6605 HEAD-UP DISPLAY (HUD) SYSTEM**

### **1 BACKGROUND**

- 1.1 The Bombardier Challenger CL-605 Flight Standardization Board (FSB) participated in an evaluation of the Rockwell Collins Model 6605 Head-up Display System (HUD) in August 2009 using a Bombardier Challenger CL-605 Level D simulator and CL-605 aircraft. At Bombardier's Flight Test facility in Wichita, KS, the FSB completed numerous HUD approaches at several different airports, using CAT I procedures during day and night,
- 1.2 The FSB found the Rockwell Collins Model 6605 HUD operationally suitable for all phases of flight and for U.S. CAT I operations. Low visibility takeoff and CAT II operations using the HUD were not evaluated against 14 CFR 91 or 135 requirements.

### **2 PREREQUISITES FOR HUD TRAINING**

Unless the HUD training is integrated with, or occurs sequentially preceding an initial qualification pilot proficiency check, a prerequisite to HUD training in a Bombardier Challenger CL-605 airplane, is prior training, qualification and currency in the Bombardier Challenger CL-605.

### **3 HUD TRAINING - GENERAL**

- 3.1 The HUD pilot training requirements consist of those related to initial and recurrent ground and flight training. It should be noted that the HUD training program focuses principally upon training events flown in the left seat by the Pilot-In-Command (PIC) as Pilot Flying (PF). Nevertheless, HUD training of Pilot Not Flying (PNF) Second-In-Command (SIC) duties in the right seat is required, where there are procedural differences for the PNF, and when the PF is heads up (compared to heads down). SIC HUD familiarization flown in the left seat is recommended.
- 3.2 Flight crewmember training must be accomplished using a CL-605 Level C simulator with a daylight visual display, or a CL-605 Level D simulator, or a CL-605 aircraft equipped with a Rockwell Collins Model 6605 Head-up Display System. The FSB has determined that each pilot in command should receive a minimum of 3 hours of HUD ground school training, followed by a minimum of 3 hours of HUD flight training, in the left seat, in either an approved CL-605 Level C or D simulator or CL-605 aircraft. (The 3 hours of ground and 3 hours of flight training is an initial requirement only.)
- 3.3 A person who progresses satisfactorily through flight training, is recommended by an instructor, and successfully completes the appropriate HUD proficiency check by a person authorized by the Administrator, need not complete the recommended 3 hours of flight training.

## 4 HUD INITIAL GROUND TRAINING

4.1 The initial HUD ground training program should include the following elements:

- a. Classroom instruction covering HUD operational concepts, crew duties and responsibilities and operational procedures including preflight, normal and abnormal operations, Glideslope angle modification in the FMS, EICAS messages, use of AFMS, QRH, and checklists, miscompare, and failure flags.
- b. Classroom instruction or Computer Based Training (CBT) on the HUD symbology set and its inter-relationship with airplane aerodynamics, inertial factors, environmental conditions and comparison to the Primary Flight Display (PFD).

NOTE: Actual HUD video should be used to reinforce training in the following areas:

- (1) Take off and Go Around. Use of the Takeoff Reference Line Indicator (which is not immediately visible) and the Aircraft Reference symbol for takeoff and go around rotation and the transition to the Flight Path Symbol (FPS) and the Flight Director Guidance Cue (FD).
  - (2) Unusual Attitudes. Transitions to and from the decluttered display, and the use of the Aircraft Reference symbol during the recovery and when to transition back to the FPS.
  - (3) Approach to Stall and Stall Recovery. Use of the Angle-of-Attack Limit Indicator for approach to stall awareness and its use with respect to the FPS during stall recoveries.
  - (4) Glideslope Reference Line. Use of the Glideslope Reference Line and the FPS as the sole final visual approach reference.
- c. A Rockwell Collins Model 6605 Head-Up Guidance (HGS) pilot guide, Model 6605 HUD/EVS Aircraft Flight Manual Supplement (AFMS), or equivalent materials (ex. Flight Crew Operations Manual (FCOM), which explain HUD limitations, modes of operation, descriptions of HUD symbology, limit conditions and failures, and which define crew procedures that delineate PF and PNF duties, responsibilities, and callouts during all phases of flight in which HUD operations are conducted.
  - d. Special Emphasis ground training shall be conducted in the following areas:
    - (1) Crew Coordination
    - (2) Crew Briefings and Callouts
    - (3) Duties of flying and non-flying pilots; and
    - (4) EICAS messages and use of the Quick Reference Handbook (QRH) and checklists applicable to HUD operations.

## 5 HUD INITIAL FLIGHT/SIMULATOR TRAINING

- 5.1 Unless integrated with CL-605 initial type rating training, flight training dedicated to HUD familiarization and proficiency is in addition to other required training elements.
- 5.2 All required approaches, utilizing the HUD, should begin no closer than the final approach fix (FAF) for instrument approaches, and should begin no closer than approximately 1,000 feet AGL (3 - 4 NM) to the runway threshold for visual approaches.
- 5.3 The following HUD flight training program is generic in nature and should be considered as a minimum training requirement only.
  - a. Ground Operations:
    - (1) Deployment of HUD and stowage, including installation and removal of the HUD sun-visor and,
    - (2) Taxi using HUD under various lighting and visibility conditions.
  - b. Airwork:
    - (1) Straight and level flight, accelerations and decelerations,
    - (2) Normal and steep turns, climbs and descents,
    - (3) Wind Effects on HUD display,
    - (4) Approach to stall recovery; and
    - (5) Recovery from unusual attitudes.
  - c. Visual Take-offs, Approaches and Landings
    - (1) Crosswind take-off and landing,
    - (2) Visual approaches to runways at night with minimal lighting (“black hole” approaches) and use of FPS and Glideslope Reference Line to achieve desired descent angle,
    - (3) Engine failure on take-off,
    - (4) One Engine Inoperative (OEI) landing
    - (5) OEI go-around;
  - d. Instrument Approaches:
    - (1) Approaches to the lowest authorized minima including an approach and landing with OEI,
    - (2) Missed approach OEI
    - (3) Non-precision, and circling approaches (if applicable).

NOTE: It is desirable to fly visual and instrument approaches with dissimilar approach and lighting systems.

e. Abnormal/Emergency Operations: (as applicable)

- (1) Wind shear escape,
- (2) TAWS escape,
- (3) TCAS Resolution Advisory,
- (3) HUD failure on approach and its effect on pilot workload and PF/PNF duties and responsibilities,
- (5) Approaches with the aircraft in a non-normal flap configuration.

5.4 Special emphasis flight training shall be conducted in the following areas:

- (1) HUD unique symbology with the autopilot and flight director both off and on, i.e. Flight Path Symbol (FPS), Flight Path Acceleration Cue, speed error tape, low and high speed cues, flight mode annunciator, use of non-conformal symbology including the use of the FPS to recognize and recover from flight at high angles of attack, and excessive pitch chevrons.
- (2) Use of the Angle-of-Attack Limit Indicator and the FPS for approach to stall awareness and its use during a stall recovery.
- (3) Use of the unusual attitude display, the Aircraft Reference symbol, the change to a normal display, and when to transition to the FPS during recoveries.
- (4) Transitioning to Head Down Displays (HDD's) and the inclusion of HDD's in the crosscheck including EICAS displays and other cockpit indications.
- (5) Avoidance of fixation on HUD display and symbology elements, particularly during the landing flare maneuver and appropriate conditions to turn OFF the HUD display.
- (6) Use of the Takeoff Reference Line Indicator and the Aircraft Reference symbol for the pitch rotation target on takeoff and go-around,
- (7) Use of the Glideslope Reference Line and FPS for visual approaches, and in crosswind landing technique,
- (8) HUD brightness settings for different approach lighting systems.
- (9) Use of HUD in conjunction with the sun-visor.

## **6 HUD INITIAL CHECKING REQUIREMENTS**

6.1 Upon completion of training, a PIC must be administered a proficiency check conducted in a CL-605 Level C simulator with a daylight visual display, or CL-605 Level D simulator, or on a Rockwell Collins Model 6605 HUD System equipped CL-605 aircraft. This proficiency check may be taken in conjunction with a pilot proficiency check conducted in accordance with FAR Parts 61 or 135 or may be administered as a separate test.

6.2 Maneuvers to be evaluated during the HUD proficiency check include as a minimum:

- a. One takeoff
- b. One departure procedure
- c. One instrument approach procedure
- d. One missed approach
- e. One landing



6.3 SIC's should be checked on PNF duties during HUD approaches and emergencies.

## **7 HUD RECURRENT TRAINING REQUIREMENTS**

7.1 Selected HUD related ground training subjects as outlined in Paragraph 4 above should be reviewed on a recurrent basis.

7.2 As a minimum, selected HUD related flight training maneuvers as listed below should be reviewed on a recurrent basis.

- a. Stall recognition and recovery,
- b. Unusual attitude recovery from decluttered display,
- c. Takeoff with engine failure at V1,
- d. Approach, either precision or non-precision, with missed approach,
- e. Approach (with crosswind, if available) and landing,
- f. Selected abnormal/emergency maneuvers (ex., HUD AFM procedures, approach and landing with OEI, TCAS RA, TAWS escape, etc.)

## **8 HUD RECURRENT CHECKING REQUIREMENTS**

8.1 At least annually, in conjunction with a pilot-in command proficiency check required by FAR Part 61 or FAR Part 135, a PIC must demonstrate proficiency using the Rockwell Collins Model 6605 HUD system by satisfactorily performing the maneuvers listed under paragraph 6.2.

8.2 At least annually, second-in-command pilots should be evaluated on crew resource management (CRM) responsibilities and procedures as the pilot-not-flying [PNF] when the pilot-flying (PF) is conducting HUD operations.

## **9 HUD CURRENCY REQUIREMENTS**

PIC's should have completed at least three takeoffs, approaches, and landings as the pilot flying (PF) using the Rockwell Collins Model 6605 HUD system in the Bombardier Challenger CL-605 airplane, or have completed three takeoffs, approaches, and landings as the PF using the Rockwell Collins Model 6605 HUD system in a CL-605 Level C simulator with a daylight visual display, or CL-605 Level D simulator, within the previous 90 days before acting as the PF using the HUD.

## **APPENDIX 7 – ROCKWELL COLLINS/CMA-2700 ENHANCED VISION SYSTEM**

### **1 BACKGROUND**

In January 2012 the FSB evaluated the CMA-2700 Enhanced Vision System projected onto a Rockwell Collins Model 6605 Head-Up Display (HUD). Although designated an EVS by the manufacturer, this system when installed in a CL-605 aircraft, meets all the requirements of 14CFR 91.175(m) as an Enhance Flight Vision System (EFVS).

Depending on environmental conditions, the FSB found this installation operationally suitable for providing situational awareness for the crew during ground and flight operations and for conducting operations in accordance with 14 CFR 91.175 (l) and (m).

### **2 PREREQUISITES FOR EVS TRAINING**

As a prerequisite for EVS training, pilots should have successfully completed Rockwell Collins Model 6605 HUD training in the Bombardier Challenger CL-605 Level C or D simulator, or CL-605 aircraft. These EVS requirements assume that a pilot entering an EVS training program is trained and proficient in the use of the Rockwell Collins Model 6605 HUD.

**NOTE:** This does not preclude the display of the EVS during initial HUD training for purposes of EVS familiarization. However, such familiarization is not creditable toward EVS training as specified in this Appendix.

### **3 EVS TRAINING - GENERAL**

- 4.1 The EVS pilot training requirements consist of those related to initial and recurrent ground and flight training. It should be noted that the HUD and EVS training programs focus principally upon training events flown in the left seat by the Pilot-In-Command (PIC) as the Pilot Flying (PF). Nevertheless, EVS training in the duties of the Pilot Not Flying (PNF) in the right seat is required. SIC EVS familiarization flown in the left seat is recommended.
- 4.2 Flight crewmember training must be accomplished using a CL-605 Level C simulator with a daylight visual display, or a CL-605 Level D simulator, or a CL-605 aircraft equipped with a Rockwell Collins\CMA-2700 Enhanced Vision System. The FSB has determined that each pilot in command should receive a minimum of 2 hours of EVS ground school training, followed by a minimum of 2 hours of EVS flight training, in the left seat, in either an approved CL-605 Level C or D simulator or CL-605 aircraft. (The 2 hours of ground and 2 hours of flight training is an initial training requirement only.)

## 4 EVS INITIAL GROUND TRAINING

4.1 The initial ground training program should include the following elements:

- a. Classroom instruction covering EVS operational concepts, crew duties and responsibilities and operational procedures including preflight, normal and abnormal operations, EICAS messages, use of AFMS, QRH, and checklists, and failure modes.
- b. Classroom instruction or Computer Based Training (CBT) on Enhanced Vision System annunciations, effect of environmental conditions on EVS image, and comparison of the EVS HUD imagery to that of the copilot's Multifunction Display (MFD).
- c. A Rockwell Collins Model 6605 Head-up Guidance (HGS) pilot guide, HUD/EVS Aircraft Flight Manual Supplement (AFMS), EVS Pilot training guide, or equivalent training materials which explain EVS components, limitations, modes of operation, EVS annunciations, limit conditions and failures, and which define crew procedures that delineate PF and PNF duties, responsibilities, and call-outs during all phases of flight in which EVS operations are anticipated.

4.2 Special emphasis ground training shall be conducted in the following areas:

- a. Crew briefings, coordination, and callouts;
- b. Duties of pilot flying (PF) and pilot not flying (PNF);
- c. EICAS messages and use of QRH and checklists applicable to EVS operations;
- d. Transition from EVS imagery to non-EVS visual conditions. (Maximum use should be made of videos of actual HUD/EVS approaches. The relative luminosity between infrared imagery and that of approach lighting systems should be identified.)
- e. EVS Visual anomalies such as "noise", "blooming" and "fireplace effect" in rain.
- f. Appropriate use of the Clear Switch, CAL button, and brightness and contrast knobs on HUD and EVS panel controls;
- g. Importance of the "design eye position in acquiring the proper EVS image;
- h. Importance of cross-checking the HUD instrumentation presentations against the EVS visual scene to enable the pilot to recognize malfunctions of the ground based navigational equipment and improper presentation of elements in the visual scene during an approach;
- i. Limitations of the IR sensor e.g. thermal crossover, LED lights;
- j. Use of barometric altitude on approach, including FMS temperature correction, if applicable;
- k. Importance of vertical guidance to enhance situation awareness with respect to obstacle environment;
- l. Instruction in the use of the autopilot with auto-throttle coupled approaches allowing for better pilot monitoring of the EVS image;

- m. Effective monitoring by PNF of EVS imagery presented on the MFD.

## 5 EVS INITIAL FLIGHT/SIMULATOR TRAINING

- 5.1 Unless integrated with initial type rating training, flight training dedicated to EVS familiarization and proficiency is in addition to other required training elements.
- 5.2 All required approaches utilizing the EVS, should begin no closer than the final approach fix (FAF) for instrument approaches, and should begin no closer than approximately 1,000 feet AGL (3 - 4 NM) to the runway threshold for visual approaches.
- 5.3 The following EVS flight training program is generic in nature and should be considered as a minimum training requirement only.

- a. Ground Operations:

- (1) Initialization of EVS, including operation of EVS brightness and contrast controls.
  - (2) Taxi using EVS under various lighting and visibility conditions.

- b. Airwork:

There is no requirement for airwork training using EVS.

- c. EVS Take-offs, Approaches and Landings

- (1) Normal takeoff and landing with crosswinds.
  - (2) Low Visibility Takeoff (minimum RVR)
  - (3) Visual approaches at night with minimal lighting (“black hole” approaches) and use of Flight Path Symbol (FPS) and Glideslope Reference Line to achieve desired descent angle.

- d. Instrument Approaches: (IFR/VFR day and night conditions)

- (1) Precision and non-precision straight-in approaches to the lowest published minima with missed approaches or landings.
  - (2) Precision and non-precision straight-in approaches to lowest published minima with acquisition of sufficient EVS visibility to continue to 100 feet above Touchdown Zone Elevation (TDZE). Acquisition of required visual references below 100 feet TDZE without the aid of EVS, followed by a landing or missed approach.

- e. Abnormal/Emergency Operations:

- (1) Failure of EVS during approach.
- (2) Failure of EVS below published minima but above 100 feet TDZE.

5.4 Special emphasis flight training shall be conducted in the following areas:

- a. Proper use and setting of HUD and EVS contrast and video brightness controls for various ambient conditions;
- b. Crew briefings and callouts with emphasis on the duties of the PF and pilot monitoring;
- c. Importance of the “design eye position” in acquiring the proper EVS image;
- d. Manual and Auto Calibration functions
- e. Use of the EVS Clear switch.
- f. Continuation of the approach to 100 feet above TDZE in accordance with 14 CFR 91.175(l).

## 6 EVS INITIAL CHECKING REQUIREMENTS

- 6.1 Checking requires a PIC proficiency check conducted in a level 'C' simulator or level 'D' simulator, that has been qualified by the National Simulator Program for HUD and EVS, or on a HUD and EVS equipped CL-605 aircraft. This proficiency check may taken in conjunction with a pilot proficiency check conducted in accordance with FAR Parts 61 or 135 or may be administered as a separate test.
- 6.2 Maneuvers to be evaluated during the EVS proficiency check include as a minimum:
  - a. One instrument approach and landing with acquisition of the EVS image before published minima and acquisition of required visual references without the aid of EVS below 100 feet above TDZE.
  - b. One instrument approach with acquisition of the EVS visibility before published minima and failure of the EVS or loss of the EVS image below published minima requiring a missed approach above 100 feet above TDZE.
- 6.3 SIC's must be checked on PNF duties during EVS approaches and emergencies.

## 7 EVS RECURRENT TRAINING AND CHECKING REQUIREMENTS

- 7.1 Selected EVS related ground training subjects as outlined in Paragraph 4 above must be reviewed annually and documented in a manner acceptable to the Administrator.
- 7.2 At least annually, in conjunction with a pilot-in-command proficiency check required by 14CFR 61.58 or 135.297, a PIC must demonstrate proficiency using the Rockwell Collins\CMA-2700 Enhanced Vision System by satisfactorily performing the maneuvers listed under paragraph 6.2.

- 7.3 At least annually, second-in-command pilots must be evaluated on crew resource management (CRM) responsibilities and procedures as the pilot-not-flying (PNF) when the pilot-flying (PS) is conducting EVS operations.

## **8 EVS CURRENCY REQUIREMENTS**

PIC's should have completed at least one night takeoff, approach, and landing as the pilot flying (PF) using the Rockwell Collins\CMA-2700 Enhanced Vision System in a Bombardier Challenger CL-605 airplane, or have completed at least one takeoff, approach, and landing as the PF using the Rockwell Collins\CMA-2700 Enhanced Vision System in a CL-605 Level C simulator with daylight visual displays, or CL-605 Level D simulator, within the previous 90 days before acting as the PF during EVS operations. The EVS currency requirement may be credited toward the Rockwell Collins Model 6605 HUD currency requirement.